

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD
JANUARY 16 - 18, 1980

WEDNESDAY, JANUARY 16, 1980

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Wednesday, January 16, 1980.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Mary F. Brooks, Board Secretary
Darrell V Manning, Director
G. Keith Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation Administrator
E. D. Tisdale, Chief of Management and Planning
Robert L. Trabert, Chief Legal Counsel
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Meeting Dates. The following meeting dates were scheduled by the Board:

February 20 - 22, 1980 (confirmed)
March 6 - 7, 1980 (tentative)
April 10 - 11, 1980 (tentative)
May 12 - 16, 1980, North Idaho Board Tour (tentative)
June 30 - July 1, 1980 (tentative)

Board Minutes. The December Board minutes were approved as distributed.

Director's Report. The Director attended a meeting with Governor Evans and Joe Klabunde concerning the transportation of over-width units on Idaho highways. Mr. Manning reiterated that the problem concerned the width of the units rather than the dolly system the units were transported on. The State Highway Administrator was asked to check again with the State of Utah concerning issuance of any over-legal permits to Mr. Klabunde. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Director Manning spoke to the Idaho Highway Users Conference in Boise on December 19, 1979. At that conference highway users adopted a resolution endorsing the reappointment of Chairman Moore.

The Board took note of the out-of-state travel requests since the last meeting. The manpower report and graph showed a decrease of 84 employees from the previous year.

Supportive Service Program, Project No. EEO-110-13. Through evaluation of the proposals and in an effort to optimize the utilization of funds by ensuring that all segments

January 16, 1980

of the minority community are served, the Board approved the recommendation that funds be contracted in the following manner:

Nez Perce Tribe	\$20,000
Shoshone-Bannock	\$20,000
NAACP	\$10,000
Idaho Citizens for Minority Affairs	\$18,250
Teamsters Training Trust	\$ 4,750
Laborers Training Trust	<u>\$ 7,000</u>
TOTAL	\$80,000

Legal Report. Chief Legal Counsel Trabert distributed an updated status of pending legal cases. He informed the Board that the Ada County Highway District has initiated a suit against the State as a result of the Board's decision on the Milwaukee Street extension, Project No. I-180-1(8)1.

Mr. Trabert indicated the Attorney General will again introduce legislation this session to consolidate State agency lawyers. The bill this year will include the Transportation Department lawyers.

Young Electric Sign Company applied for sign permits on I-90 in Kootenai County and were denied at the District level. The company's representatives met with the Board in November and the Board declined to issue permits because the Department owned negative easements at the proposed location. Young is now petitioning for formal hearing before the Board. Mr. Trabert was authorized by the Board to appoint a Hearing Officer. (ACTION: CHIEF LEGAL COUNSEL)

Relinquishment to Glenns Ferry Highway District of 0.910 Mile of Former US-30-26. This short section of frontage road south of I-80N and east of the East Hammett Interchange should have been relinquished to the Glenns Ferry Highway District at the same time as former US-30-26 from the East Mountain Home Interchange to Hammett per the road closure and maintenance agreement dated May 19, 1971.

As recommended by the Planning Supervisor, the Board approved the removal of 0.910 miles of former US-30-26. The Board's decision is as shown in Exhibit B-204 which is made a part hereof with like effect.

Relinquishment of King Hill Loop (Former US-30-26) to Glenns Ferry Highway District. In October 1979 the Board asked that the possibility of the subject system action be evaluated. At the November meeting the Board reviewed a route analysis report prepared by the Planning Section and directed the District 3 Engineer to contact the Glenns Ferry Highway District Commission to determine their attitude in

this matter. The Highway District has expressed willingness to accept this section onto the road system of the local highway district.

The Chief Legal Counsel advised that Idaho law requires that a public hearing be held prior to the proposed relinquishment. Therefore the Board authorized a System Action public hearing to be held.

State Rail Plan. The Board previously approved contracts for development of an initial rail plan. Federal requirements and the Milwaukee situation dictate that the plan undergo major revisions. As recommended by the Planning Supervisor, the Board approved the extension of the contract with Roger Creighton Associates, not to exceed \$58,000.

Caldwell Bus Company's Second Year Section 5 Grant, Project No. ID-05-4007. UMTA requires that on Section 5 applications the funding agency's governing board approve an authorizing resolution prior to submission of the grant to UMTA. Therefore the Aeronautics and Public Transportation Advisory Board recommended and the Transportation Board approved an authorizing resolution as shown in Exhibit C-146 which is made a part hereof with like effect.

Public Transportation for Elderly and Handicapped, Project No. UMTA 16(b)(2). The Aeronautics and Public Transportation Division will submit a consolidated state application under the UMTA 16(b)(2) program in February. Applications for private non-profit corporations requesting capital assistance under this program include:

C. A. R. T., Inc., Idaho Falls
OASIS, Inc., Pocatello
Trans-IV, Inc., Twin Falls
WIRCCOA, Inc., Emmett
Treasure Valley Opportunities, Ontario, Oregon
East Benewah Council for Aging, St. Maries

Total estimated project cost is \$181,212.

The Advisory Board recommended and the Board approved the above-named applicants for funding under the UMTA 16(b)(2) program.

Proposed NDB (Non-Directional Beacon) Installations During 1980. Under the Division's on-going NAVAID program, NDB's are proposed for installation at the following locations during 1980:

Sandpoint (alternate Bonners Ferry)
Bear Lake (alternate Preston)
Grangeville (alternate Nampa-Caldwell)

January 16, 1980

AAF122

The estimated average cost per NDB is \$12,000.

As recommended by the Advisory Board the Board allocated \$36,000 for the 1980 NDB program.

Assumption of the Mountain Home NDB by the Federal Aviation Administration (FAA). The Division has recently completed the installation of an NDB at Mountain Home. The FAA has offered to assume the operation and maintenance of that NDB. As a part of this proposal, it is anticipated that the FAA will require a spare parts kit for the radio and establishment of a supplemental aviation weather reporting station. Assumption by the FAA of the NDB will relieve the Division and the City of Mountain Home of future maintenance costs and operation expense.

The Advisory Board recommended and the Board approved the FAA assumption and the allocation of an additional \$3,000 for a radio spare parts kit and a supplemental aviation weather reporting station.

Arco Airport, Project No. 5-16-0001-02. On March 8, 1979 the Board approved up to \$22,000 for a project to reconstruct the runway and pave the apron. Project change orders and quantity overruns have increased the total project cost by almost \$34,000. The FAA has approved a ten percent (10%) increase in their grant. The City has requested State participation in the local share of project costs.

The Advisory Board recommended and the Board approved an increase in the grant amount to include 1) a previously approved state-local grant for materials investigation (\$1,050); 2) \$675 to cover 50% of the parking lot work; and 3) ten percent (10%) of the original grant or \$2,200.

Caldwell Industrial Airport, Project No. 5-16-0045-03. Due to an error this project has not been approved by the Board even though it is two years old. The project is for acquisition of the Goiri parcel. Funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$252,286	\$14,016	\$14,016	\$280,318

As recommended by the Advisory Board, the Board approved State participation up to \$14,016.

Camas County Airport, Project No. 5-SP-0419.3A-01. This non-NASP airport has requested a project to prepare an airport layout plan and a narrative report to cover future needs and ability to finance improvements. Funding is as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$2,000	\$2,000	\$4,000

January 16, 1980

Vice Chairman Barron expressed concern over the existing site and eventual rehabilitation that would be necessary. As recommended by the Advisory Board, the Board approved an allocation of up to \$2,000 for this planning project.

McCall Airport, Project No. to be Assigned by the FAA.
The City of McCall has made application for a federal/state/local project to prepare an airport master plan. A consultant has been retained to accomplish this work. Funding is as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$18,911	\$1,849.50	\$1,849.50	\$22,610

The Advisory Board recommended, and the Board approved the allocation of up to \$1,850 for this project.

Malad City Airport, Project No. 5-SP-04246.A-01. Oneida County has applied for a state/local grant in the amount of \$5,000 to complete an airport planning study. An engineering firm has been retained to do the study. Funding would be as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$3,750	\$1,250	\$5,000

As recommended by the Advisory Board, the Board approved the allocation of up to \$3,750 for funding of this project.

Paris Airport, Bear Lake County, Project No. 5-SP-0027-01.
An application has been received for assistance on a state/local project to prepare an airport layout plan and narrative report for the subject airport. The project would cover mapping and related field work required to complete an airport layout plan, zoning map, and access plan; and a narrative report including forecasts, facility requirements, development staging, and cost estimates. The cost for the proposed project are as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$6,400	\$6,400	\$12,800

The Advisory Board recommended and the Board approved a grant for \$6,400 to cover planning costs. The grant would include a stipulation that the locals request FAA reimbursement under the first development project for the appropriate federal share of both the state and local planning funds.

Rigby Municipal Airport, Project No. 5-SP-4308-04.
The City of Rigby has expressed interest in obtaining a low

January 16, 1980

AAF122

intensity runway lighting system and rotating beacon. The estimated project cost would be \$10,000.

As recommended by the Advisory Board, the Board approved the allocation of up to \$5,000 for the state's share of the lighting project for the Rigby municipal airport.

State Highway Administrator's Report. As requested by the Board, the Department contacted the Union Pacific Railroad regarding possible abandonment of a section in the area of the Big Wood River Bridge south of Ketchum. The railroad indicated they were not interested in abandoning that portion of the railroad. The District is preparing a position statement for the next Board meeting.

Mr. Green briefed the Board on a recent accident at Cold Water Hill apparently due to driver negligence.

As requested at the December meeting, District 4 contacted the railroad concerning the crossing at 18th and US-12 in Lewiston. The railroad indicated they will install planking at that crossing when weather breaks.

Access Exchange Deed, Project No. FAP S-3754(4), Permit No. 3-79-234. The applicant recently purchased the property and proposes to relocate the 20-foot farm yard approach at Station 126+67 to Station 135+00 and increase its size to 30 feet.

As recommended by the Traffic Supervisor, the Board approved and signed the access exchange deed.

Adoption of 1978 Manual on Uniform Traffic Control-Devices (MUTCD). In accordance with the Idaho Administrative Procedures Act, a public hearing is required before adoption of the 1978 MUTCD. The Association of County Commissioners and Clerks, the Association of Highway and Good Roads Districts, and the Association of Idaho Cities will be advised of the public hearing since they will be required to comply with the manual once the Board has approved it.

As recommended by the Traffic Supervisor the Board authorized a public hearing on a 1978 Manual on Uniform Traffic Control Devices and attached exceptions in accordance with the Idaho Administrative Procedures Act.

Design Public Hearing, Project No. I-90-1(14)21, Blue Creek Bay to Wolf Lodge Interchange. A second design public hearing was held on this project November 29, 1979 in Coeur d'Alene. Forty-seven interested citizens attended the hearing; four presented verbal testimony and one submitted written testimony after the hearing. Four favored the project and one opposed it for environmental purposes.

After reviewing the testimony, the Board approved the design of the project as presented at the hearing.

Rejection and Approval to Renegotiate Lewiston Port of Entry, Project No. F-4114(57). This project has had two regular bid processes with low bids in excess of the engineer's estimate. The third and current bid opening was based on negotiations with four selected contractors. This low bid was also in excess of the engineer's estimate.

As recommended by Chief of Highway Development Sacht, the request for rejection of the third set of bids was approved. The Board declared an emergency situation due to no weigh station in the area and resultant overloads on highways. As recommended by the Chief of Highway Development, the Board approved the request to proceed with the basic building construction employing Craft Wall of Idaho, Inc. This process is estimated in two phases: phase one, set of plans at \$500; phase two, negotiated building construction estimated at \$40,000. The Board also approved the request to proceed with state forces' work for construction of pit and approach paving and separate contracts for lighting.

Violations of Over-Legal Limits. The Board asked the staff to investigate including the vehicle's serial number on permits to allow for stricter enforcement. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Project Approval for Future Bid Openings: The following projects were recommended and approved for future bid openings:

Key No. 1506	Rock Creek - Warm Creek
Project No. I-86-2(3)22	4 Structures
I-86	(Date of Advertising 1/24/80)
	(Bid Opening Date 2/12/80)
Key No. 1512	Warm Springs - Montana Line
Project No. FR-4201(37)	Plant Mix Overlay, Turnbays,
US-12	Seal Coat
23.020 Miles	(Advertising Date 1/28/80)
	(Bid Opening Date 2/26/80)
Key No. 1512 to be let with Key No. 2165 betterment project,	
seal coat Holly Creek to Warm	
Springs Creek on US-12.	
Key No. 2054	Main & D Streets, Lewiston
Project No. FR-4114(55)	Plane existing surface and
US-12	plant mix overlay
1.200 Miles	(Advertising Date 1/28/80)
	(Bid Opening Date 2/26/80)

Chairman Moore questioned if Key No. 2054 was the project to be performed by the City of Lewiston. Chief of Highway

January 16, 1980

AAF122

Development Sachet explained that the City of Lewiston accepted the in-lieu-of payment from the state for the segments of Main and "D" Street between 1st and 9th Streets. Key No. 2054 represents an FAM project between 9th and 18th Streets on Main and "D".

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Building Project No. 2261 - The work consists of furnishing and erecting a 102' 4" by 59' 6" prefab type metal sand storage building at Shoshone Maintenance Yard in Lincoln County; state financed project. The contract was awarded to W. B. Corporation, Boise, Idaho, the low bidder in the amount of \$64,807.00.

Project No. ST-1481(576) - The work consists of furnishing the materials, placing a plant mix scrub coat and 0.15' plant mix overlay on 5.53 miles of US-30, Nounan Road to Bennington S.C.L. in Bear Lake County; state financed project. The contract was awarded to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$184,921.90.

Project Nos. STM-5706(501), STM-5115(557), ST-5708(504), and ST-5726(515) - The work consists of seal coating 5.510 miles of SH-60, M.P. 0.00 - 5.510, Washington State Line, US-95; 5.811 miles of US-95, M.P. 383.142 - 388.953, Tensed - Moctelme; 1.540 miles of SH-5, M.P. 4.94 - 6.48, Peedee Hill; and 9.140 miles of SH-97, M.P. 60.6 - 69.74, Junction SH-3 - Springston Road; state financed project. The contract was awarded to Standard Asphalt Paving Company, Spokane, Washington, the low bidder in the amount of \$64,179.00.

Project Nos. STS-3853(502) and ST-3111(537) - The work consists of removing a concrete bridge, furnishing and installing a 117" by 79" corrugated plate pipe and minor grading on US-95B at Mill Slough, M.P. 0.436 and extending an existing structure 12' on each side, and minor grading at US-95 at Farmers Ditch, M.P. 60.57. The contract was awarded to Severance Construction Co., Inc., Hazelton, Idaho, the low bidder in the amount of \$33,887.00.

Project Nos. STM-5732(514), STM-5115(558) and STM-5116(599) - The work consists of seal coating 12.0 miles of SH-42, I-90 to Twin Lakes, M.P. 0.00 to M.P. 12.0; seal coating 2.028 miles of US-95, Blackwell to I-90, M.P. 428.600 to M.P. 430.628; and seal coating 8.297 miles of US-95, I-90 to Garwood, M.P. 430.628 to M.P. 438.925; state financed project. The contract was awarded to Tristate Oil & Asphalt Sales and Johanson Construction Company, Spokane, Washington, the low bidder in the amount of \$72,519.25.

Project Nos. Stockpiles 3582 and 3583 - The work consists of producing 10,000 ton of cover coat material, type 2 and

January 16, 1980

15,000 tons of 1/2" aggregate for road mix and placing 10,000 ton of salt treated sanding material in stockpiles at the New Meadows yard, and producing 10,700 ton of cover coat material, type 1 and 2,500 ton of 5/8" maximum crusher run aggregate for road mix in stockpile within source Vy-44 near McCall, in Adams and Valley counties. Five contractors submitted bids all in excess of the engineer's estimate. After analyzing the engineer's estimate and the three low bids, the consensus is that the engineer's estimate for producing materials from quarry source Am-80 was too low. An additional \$1.00 per ton should have been estimated for producing the 35,000 tons of material from this source. Based on that justification, the District and PS&E recommend award to the low bidder. The Board concurred in that recommendation. The contract was awarded to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder in the amount of \$294,555.00.

Authority to Initiate Condemnation Proceedings. The Board and signed the orders of condemnation on the following projects:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
BR-M-7386(003), Key No. 669	1	Siegel-Bowen Assoc.	I-15(Bus.)

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
ST-2391(552)	89	E. A. Jarvis	US-93
I-80N-1(67)27 Key No.26	47	Frontier Motel, Inc.	I-80N

Grant of Permanent Easement, Project No. F-1481(14), Former Stockpile Site 1489, US-30. The Board concurred in the Right-of-Way Supervisor's recommendation to grant the permanent easement for access restoration and executed the appropriate document in favor of Mary A. Kesler and Jana Lynn Kesler.

Exchange of Property, Project No. M-7181(001), Key No. 788, Parcel No. 5-R, US-30. The Board concurred in the Right-of-Way Supervisor's recommendation to exchange (trade) certain real property and executed the appropriate warranty deed in favor of Val Stoddard.

Exchange of Property, Project No. I-90-1(51)0, Parcel Nos. 86-R and 86-1R, I-90. The Board concurred in the Right-of-Way Supervisor's recommendation to exchange (trade) certain real property and executed the appropriate warranty deed in favor of the Mikelson's and the Doyle's.

Abandonment of Excess Right-of-Way, Project No. ST-6830(514), Former Project No. WRH-149-B, SH-33. The Board concurred in the Right-of-Way Supervisor's recommendation to dispose of

January 16, 1980

AAF122

certain right-of-way and executed the appropriate quit claim deed in favor of Marion G. Forsyth.

Abandonment of Excess Right-of-Way, Project No. ST-6830(6), Former Project No. WPH-149-F, SH-33. The Board concurred in the Right-of-Way Supervisor's recommendation to dispose of certain right-of-way and executed the appropriate quit claim deed in favor of Ruby H. Fullmer.

Approval to Proceed with Negotiations, Project No. I-80N-1(67)27, Parcels 49 and 50, I-80N. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the acquisition of the Vernon G. DeMark parcels which are in excess of \$80,000 fair market value (FMV) and granted additional authority to settle the parcel within ten percent (10%) over FMV if necessary.

Approval to Proceed with Negotiations, Project No. Q-U-4114(25), Key No. 1560, Parcel Nos. 13 and 14, US-95. This project was brought before the Board at the November meeting. At that time the Board asked that an analysis be made of the values of comparable units. After reviewing the analysis the Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the acquisition of Short's Funeral Chapel property which is in excess of \$80,000 fair market value (FMV) and granted additional authority to settle the parcel within ten percent (10%) over the FMV if necessary.

The Board took note of the sign status report for October, November and December, 1979.

Supplemental Engineering Agreement No. 1, E-112, Project No. I-90-1(115)60, West Wallace - East Wallace, I-90. Historical protection guidelines and request of the Federal Highway Administration indicates that an inventory of historical and cultural resources and determination of the effect from each alternative are required for the Wallace project. It would be the Department's intent to hold a Section 106, Historic Preservation, Public Information Meeting in conjunction with our project hearing. This additional work was not included in the engineering agreement with the consultant.

As recommended by Environmental and Corridor Planning Supervisor Pline the Board approved Supplement Number 1 to Engineering Agreement E-112 in the amount of \$12,371.33 and authorized the consultant, DeLeuw, Cather and Company, to proceed with the work.

Chairman Moore asked Chief of Highway Development Sacht to determine when a public hearing can be scheduled on the Wallace project. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

FY81 Budget Review. The Board and staff went through a dry run of the FY81 budget presentation to the Joint Finance and Appropriations Committee.

WHEREUPON the Board recessed at 4:45 p.m.

THURSDAY, JANUARY 17, 1980

The meeting reconvened at 9:30 a.m. in the Transportation Building, Boise, Idaho on Thursday, January 17, 1980. The following people were present:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 Mary F. Brooks, Board Secretary
 Darrell V Manning, Director
 G. Keith Green, State Highway Administrator
 E. D. Tisdale, Chief of Management and Planning
 Richard C. Cowdery, Division Administrator - Federal Highway Administration

Delegation - Citizens from Fruitland, Weiser, Midvale, Payette and Cambridge to Discuss the Devil's Elbow Project on US-95 and the Indian Valley Project. George Mecham, Weiser, discussed a petition from residents in the area to eliminate the Devil's Elbow curve on US-95 and reroute that section of highway east of the Reservoir. Van Cooper, Chairman of the Payette County Commissioners, indicated they were not opposed to the Indian Valley project. Chairman Moore expressed the Board's concurrence with the group's aim in improvement to US-95 but explained that timing of the solution is dependent on available funding.

Delegation - Officials of the City of Twin Falls. Mayor Woodall urged the Board to reexamine the six-year highway improvement program and include the widening of Blue Lakes Boulevard North from Addison Avenue to the Perrine Bridge as a priority project. City Engineer Gary L. Young expressed appreciation for the District's outstanding assistance in the Twin Fall projects. He requested extending the two existing project limits to include widening of 1,190 feet on Blue Lakes Boulevard north between Falls Avenue and Filer Avenue. The Board directed the staff to examine the possibility of extending the project limits. (ACTION: DISTRICT 2 ENGINEER)

City Councilwoman Mary McClusky requested an evaluation of the possibility of a stop light at Shoshone and Main Street. (ACTION: STATE HIGHWAY ADMINISTRATOR)

WHEREUPON the Board meeting recessed at 12:00 noon and reconvened at 1:30 p.m. in the Statehouse building.

January 17, 1980

AAF122

FY81 Budget Hearing Before the Joint Finance-Appropriations Committee. Chairman Moore and Director Manning presented the FY81 budget request to JFAC.

WHEREUPON the Board adjourned at 4:45 p.m.


CARL C. MOORE, Chairman


Read and Approved
February 21, 1980
Boise, Idaho

Supplement to the January 1980 Meeting of the
Idaho Transportation Board

February 8, 1980

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on February 8, 1980, the Chief of Highway Development obtained approval for:

Engineering Agreement No. 80-006, Project No. IR-80N-2(60)70, Regina-Cleft, to upgrade Indian and Squaw Creek Structures to present-day standards; International Engineering Company, Boise, Idaho in the lump sum amount of \$18,000.00


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
February 21, 1980
Boise, Idaho

January 17 and February 8, 1980

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD
FEBRUARY 20-21, 1980

WEDNESDAY, FEBRUARY 20, 1980

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 10:00 a.m. on Wednesday, February 20, 1980.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
E. D. Tisdale, Chief of Management & Planning
Robert L. Trabert, Chief Legal Counsel
Richard C. Cowdery, Division Administrator - Federal Highway Administration
Louis E. Lybecker, Regional Administrator, Region 10 - Federal Highway Administration

The Board and staff wished Mr. Lybecker well in his retirement and expressed appreciation for his assistance and counsel.

Pending confirmation by the Senate of Carl C. Moore to the Board, elections of officers were deferred until the March meeting.

Board Minutes. The January Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

March 6-7, 1980 (Confirmed)
April 10-11, 1980 (Confirmed)
May 12-16, 1980, North Idaho Board Tour (Confirmed)
June 30-July 1, 1980 (Tentative)

Director's Report. The Director attended a lunch meeting in Boise with the Moscow Chamber of Commerce on February 12, 1980. The Chamber expressed appreciation for the Department's efforts in their area.

The Director discussed the status of pending legislation. The out-of-state travel report and the manpower graph were noted.

Legal. After Chief Legal Counsel Trabert's review, the Board signed a release of Stuart Little and Richard Ashdown from damages to the Oldtown Bridge occurring on May 9, 1978, SH-200.

February 20, 1980

AAF122

Annual Certification of Funds. In compliance with 40-137, Idaho Code, the Board signed the certification of revenue and disbursements for calendar year 1979 as recommended by Chief of Administration Neumayer.

Scenic Highway Designation on SH-34. The Soda Springs Chamber of Commerce and Senator Reed Budge have contacted District 1 about the possibility of designating SH-34 as a scenic route from Soda Springs to the Wyoming State Line.

As recommended by the Planning Supervisor, the Board deferred a decision until it is clear what action the Legislature will take on funding for state highways. The Board suggested that the route be traveled during the East Idaho Board Tour in the fall.

Additional Interchanges on I-80N. A request has been submitted to the FHWA for approval of additional interchanges on I-80N at Eagle Road east of Meridian in Ada County, Karcher Road in Nampa in Canyon County, and Ustick Road in Caldwell in Canyon County. The FHWA has approved construction of the Eagle Road and Karcher Road interchanges but have denied the use of Interstate funds. FHWA determination has not yet been received on the Ustick Road request.

Consultant Contract 79-061, Pavement Management System. Development and implementation of the pavement management system were originally planned to be done on a single consultant project. Later the project was divided into two phases to provide a decision point for thorough evaluation roughly midway through the project. Phase 1 is nearly complete but the final cost will exceed the original estimate.

Chief of Management and Planning Tisdale discussed the factors primarily attributing to the overrun. As recommended by Mr. Tisdale, the Board approved the cost overrun of \$42,000 for Phase 1 of this project.

Coeur d'Alene Air Terminal, Project No. 5-16-0010-06. This project is to accomplish the site preparation for installation of an Instrument Landing System (ILS). The ILS is to be installed by the FAA under their facilities and equipment program. Estimated costs are to be shared as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$72,000	\$4,000	\$4,000	\$80,000

As recommended by the Aeronautics and Transportation Advisory Board, the Transportation Board allocated up to \$4,000 in state-aid for this project.

Caldwell Industrial Airport, Project No. 5-16-0045-05.
This reliever airport was not funded by the FAA Regional Administrator from his discretionary budget for this class of airport. In view of the fact that the bank is holding a registered warrant for \$260,000 for the parcel of land involved as a result of the condemnation proceedings, it is imperative that the project be funded. The state participating share has been approved by the Board in an earlier meeting. Costs are as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$227,986	\$22,297	\$22,297	\$272,580

The Advisory Board recommended and the Board authorized the obligation of general aviation airport funds. The Board also concurred in a statement of concern to the FAA over their failure to fund the project from reliever funds, and that use of general aviation funds on a reliever airport as a result of their decision should result in our receiving preferential consideration for future discretionary funding.

Jerome Airport, Project No. 5-16-0020-01. The proposed work on this project includes extending and rehabilitating the existing runway, constructing 23 new tie-downs, reconstructing the access road, constructing apron area for crop dusting operations, and fencing. Estimated costs are as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$217,464	\$21,268	\$21,268	\$260,000

Upon the recommendation of the Advisory Board, the Board allocated up to \$25,000 for this project.

Idaho County, Grangeville Airport, Project No. 5-SP-0015-02.
The supplier of aviation fuels for most of north Idaho airports will stop supplying the products to the local distributors on July 1, 1980. The Aeronautics and Public Transportation Division has developed a "Regional Fuel Farm" concept to assure product availability. Idaho County has agreed to sponsor the project. The airports served will be Grangeville, Fenn, Cottonwood, Craigmont and possibly Kooskia. Funding would be as follows:

<u>State</u>	<u>Idaho County</u>	<u>Total</u>
\$13,000	\$13,000	\$26,000

After much discussion of the concept, the Board concurred in the Advisory Board's recommendation and allocated up to \$13,000 for installation of a regional fuel farm.

Hailey Airport, Project No. 6-16-0016-05. \$15,000 was previously approved on this project for threshold displacement, construction of taxiways B-2 and C, and apron construction. The final accounting for the project leaves a state share of \$17,665.61 based upon 8.18% share on the eligible items named above.

Upon the recommendation of the Advisory Board the Board allocated up to \$2,665.61 additional funding for this project.

Non-Urbanized Area Public Transportation, Section 18, Program of Projects, FY79 Revision 3, FY80 Revision 1. The FY79 and FY80 program of projects have been revised to include new projects submitted since the last program was approved by the Board.

The Advisory Board recommended and the Transportation Board approved the program as written. That program is as shown in Exhibit C-147 which is made a part hereof with like effect.

State Highway Administrator's Report. Mr. Green reported that the State of Utah has not issued over-width permits to Joe Klabunde to operate on the Utah state highway system as Mr. Klabunde had indicated.

In response to the Board's request to identify vehicle serial numbers on over-legal permits, Mr. Green indicated that this was already being accomplished. A check of the records indicated that no truck had obtained an out-of-state license plate in order to beat the permit suspension. Monitoring will continue.

A public hearing is being contemplated on the East Wallace-West Wallace project for August, 1980.

The price quoted for construction of the Lewiston Port of Entry building was \$54,000. The Board, acknowledging that it was essential that this building be put in operation as soon as possible, concurred with awarding the project.

Right-of-Way Encroachment Permit, Project No. F-FG-5115(4), M.P. 430.157, US-95. Traffic Supervisor Meyer reported that the applicant wishes to construct a 12'x12' sign on the 20' wide building and structure restriction area. The restriction is an item in the deed. The front edge of the sign would be 5' behind the right-of-way line.

After considerable discussion the Board approved Mr. Meyer's recommendation and authorized a right-of-way encroachment permit allowing the sign 5' behind the right-of-way line including a stipulation that the sign would be moved at no cost to the state upon cancellation of the permit.

Access Exchange, Permit No. 3-80-14, Project No. S-3754(2), M.P. 25.793, SH-45. This permit would exchange a 10' approach at Station 394+61 Lt and a 40' unrestricted approach at Station 395+40 Lt for a 30' unrestricted approach at Station 394+90 Lt and a 36' unrestricted approach at Station 398+58 Lt.

As recommended by the Traffic Supervisor, the Board approved the access exchange deed.

Access Exchange Deed, Permit No. 2-79-161, Project No. F-2361(18), M.P. 183.71, US-30. The applicant wishes to change the location of the approach to fit his operations. As recommended by the Traffic Supervisor, the Board approved the access exchange deed.

The Board recessed to attend the hearing before the Senate State Affairs Committee on Chairman Moore's reappointment to the Board.

WHEREUPON the Board meeting recessed at 5:00 p.m.

THURSDAY, FEBRUARY 21, 1980

The meeting reconvened at 9:45 a.m. in the Transportation Building, Boise, Idaho, on Thursday, February 21, 1980. The following people were present:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Mary F. Brooks, Board Secretary
G. Keith Green, State Highway Administrator
E. D. Tisdale, Chief of Management & Planning

Six-Year Highway Improvement Program: Interstate Program. Assistant Planning Engineer Longenecker distributed color-coded copies of the Interstate program. Key No. 1476, Hamer South Overpass and Hamer Interchange was returned to FY80 from FY82.

The Board asked Mr. Longenecker to determine the status of Key No. 1406, Truck Escape Ramp, M.P. 69.53. (ACTION: ASSISTANT PLANNING ENGINEER)

The Board approved the Interstate program as presented with the changes indicated. Revisions to the program are as shown in Exhibit C-148 which is made a part hereof with like effect.

Six-Year Highway Improvement Program, Interstate 3R Program. The Board approved the Interstate 3R program as presented. Changes are in Exhibit C-149 which is made a part hereof with like effect.

February 21, 1980

AAF122

Mr. Stroschein asked the State Highway Administrator to send him the bids and the amount of state forces' work done on the street corner at the junction of SH-37 and SH-39 in American Falls. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Location Alternative, Project No. M-2020(001), US-20-26-30, Chinden-Broadway Corridor. A supplemental draft environmental statement has been developed and another public hearing held on the project. The alternatives presented at the public hearing was as follows:

1. Alternative Interchange No. 5.
2. Alternative Route D with Route D-1 (at-grade) as the initial project.
3. Front and Borah-Myrtle Couplet.

Environmental and Corridor Planning Supervisor Pline discussed questions and comments raised at the public hearing on January 9, 1980. He also discussed the objections and favorable support received.

The Director noted that it is no longer possible to add Interstate mileage to the system. ACHD rejected applying Interstate mileage to the Chinden-Broadway corridor when it was offered by the Federal Highway Administration two years ago.

As recommended by Environmental & Corridor Planning Supervisor Pline, the Board approved the Chinden-Broadway Corridor alternative as presented at the public hearing on January 9, 1980 and authorized proceeding with completion of the environmental impact statement using that alternative.

Approval of Location and Design of Project No. BR-F-2392(30), Big Wood River Bridge South of Ketchum, SH-75. During the August 1979 Board meeting the decision was made to withhold location determination until the UPRR and ICC made a decision on abandonment of the route. To date the UPRR has not filed for abandonment and according to their traffic manager do not intend to review their proposal for at least one year. Partial abandonment of the Ketchum branch is not feasible due to the possibility of potential shipping in Ketchum and the Barrite Mine located north and west of Ketchum which appears to be a new development.

Chief of Highway Development Sacht reported that closer analysis of the Scott Plans "C" and "D" for the Big Wood River Bridge south of Ketchum indicate they should be eliminated from further consideration. Currently the highway alignment as shown on the hearing plans indicate that alternate "A" basically appears to be the only feasible alignment.

The Board reaffirmed their earlier decision of September 25, 1978 to approve plan "A" for the location and design of

February 21, 1980

the Big Wood River Bridge and approaches basically as presented at the hearing.

Location and Design Public Hearing, Project No. RS-RSG-1721(19), American Falls Dam, SH-39. A location and design public hearing is being advertised on this project for March 27, 1980 in American Falls. Two previous location hearings were held in 1976 and the Board approved the arterial system alternative option 1 (Oregon Trail alternative) for design and construction. In March 1978 a new city council and new mayor requested consideration be given to another alternative, the west alternative. This hearing will consider the location of the Oregon Trail alternative and the west alternative in addition to the design of the entire project.

Approval of Location and Design, Project No. F-2391(17), Junction SH-25 to Newman's Corner, US-93. A location and design public hearing was held on this project January 15, 1980 in Jerome. Fifteen interested citizens attended the hearing.

After reviewing the hearing testimony the Board approved the location and design as presented at the hearing.

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. RS-3804(7) - The work consists of constructing the roadway, drainage structures, and plant mix pavement on 4.825 miles of Grandview Road, three miles north of Grandview north (Chattin Hill) in Elmore County; federal and county financed project. The contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder in the amount of \$1,186,634.85.

Project Nos. BR-M-7166(001) and M-7166(002) - The work consists of constructing 60' and 25' concrete bridges and approaches on 0.109 miles of First Street at St. Clair and Cascade Streets in Idaho Falls in Bonneville County; federal and city financed projects. The contract was awarded to Clark Brothers Construction, Idaho Falls, Idaho, the low bidder in the amount of \$256,316.21.

Project Nos. STM-80N-1(507)37 and STM-80N-2(512)81 - The work consists of furnishing the materials and performing the work of seal coating 14.300 miles of Interstate highway 80N, ramps and cross roads, Nampa-Meridian, M.P. 37.90 to M.P. 44.38 and Squaw Creek-Sebree Interchange, M.P. 82.27 to M.P. 90.09 in Ada, Canyon and Elmore counties; state financed project. The contract was awarded to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$185,557.50.

Project No. RS-1775(4) - The work consists of furnishing the materials and performing the work of constructing the roadway, drainage structures, and plant mix pavement on 4.923 miles of FAS-1775, West Turner-Grace W.C.L. in Caribou County; federal and county financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$972,671.80.

Project No. BR-SOS-3300(2) - The work consists of furnishing the materials and performing the work of constructing a 96' prestressed concrete bridge over the South Fork Teton River 2-1/2 miles northeast of Rexburg on a county road in Madison County; federal and county financed project. The contract was awarded to Idaho Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$142,706.68.

Project No. Stockpile 1638 - The work consists of furnishing the materials and performing the work of furnishing 1/2" aggregate for road mix in stockpiles and cover coat material type 1 in stockpiles located near M.P. 93.7, 85.1 and 76.0 on SH-34 and M.P. 400.8 on US-30 in Caribou County; state financed project. The contract was awarded to LeGrand Johnson Construction Company, Logan, Utah, the low bidder in the amount of \$194,050.00.

Project Nos. RS-2862(6) and RS-2863(1) - The work consists of furnishing the materials and performing the work of constructing the roadway, drainage structures, road mix pavement, 24' and 29' concrete bridges on 3.692 miles of county roads, Paul north in Minidoka County; federal and county financed projects. The contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder in the amount of \$800,275.60.

Project No. Building 4433 - The work consists of furnishing and erecting a 59'6"x82'4" prefab type metal sand storage building at the Bovill yard in Latah County; state financed project. The contract was awarded to Welker Construction, Lewiston, Idaho, the low bidder in the amount of \$59,854.94.

Project No. I-IR-80N-3(73)216 - The work consists of flattening slopes, removing and resetting guardrail, delineators, signs and placing a plant mix overlay on approximately 5.700 miles of Interstate Highway 80N, Twin Bridges to Salt Lake Interchange in Cassia County; federal and state financed project. The contract was awarded to Allied Paving Company, Idaho Falls, Idaho, the low bidder in the amount of \$1,589,127.40.

Project No. Building 3312 - The work consists of constructing a basic 52'x188' office addition to the District 3 headquarters office located at Chinden Boulevard and Coffee Street, US-30 in Boise in Ada County; state financed project.

February 21, 1980

Chief of Highway Development Sachst indicated that the low bids were in excess of the engineer's estimate. A review of letters from the architects and the Maintenance Supervisor pointed out the increase of construction costs due to the first of the year labor negotiations in the masonry trade, which has not been settled, and other basic trades negotiations anticipated in the near future, along with an increase in cost of materials. The Board concurred in the recommendation by the architect, Maintenance Supervisor, and District 3 Engineer to award the contract to Ernst & Payne, Inc., Meridian, Idaho, the low bidder in the amount of \$629,887.00.

Permanent Easement Across State Right-of-Way, Project No. F-4113(61), Key No. 469, Parcel No. 1, Grangeville South, US-95. The Board concurred in the Right-of-Way Supervisor's recommendation and executed the appropriate documents granting a permanent easement for access to the water source over lands owned by the Department in favor of the Brannan's and Greene's.

Approval to Proceed with Negotiations, Project No. I-80N-1(67)27, Key No. 26, Parcel No. 67, I-80N. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with acquisition of the Cloyd R. Pearson parcel which is in excess of \$80,000 fair market value (FMV) and granted additional authority to settle the parcel within ten percent over FMV if necessary.

Settlement in Excess of \$80,000, Project No. M-7181(001), Parcels 19 and 20, Gould Street Overpass. The Board concurred in the Right-of-Way Supervisor's recommendation to accept the agreement as entered into with Watson and Lords which is in excess of \$80,000.

Authority to Initiate Condemnation Proceedings. The Board signed orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
M-7181(001), Key No. 788	16	Anderton and Black	US-30
ST-2391(552), Key No. 895	26	Robert E. Davis, et al	US-93
F-3111(11)	36	Lysle G. Wilden	US-95
F-3111(11)	67	Ray Coble	US-95

Board Policy B-07-04, COLLECTION OF UNPAID DAMAGE CLAIMS. The current Board Policy limits the Director's authority to bring legal action to claims involving damage to state property and does not differentiate between large and small claims. The revision would permit legal recourse in the collection of other types of outstanding claims by eliminating

February 21, 1980

AAF122

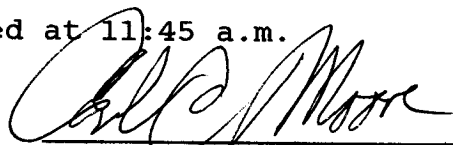
the word "damage." The policy is also revised to provide guidance on the level of effort extended to collect claims.

As recommended by Chief of Management & Planning Tisdale, the Board approved the revisions to Board Policy B-07-04 and indicated that the Director shall use his discretion in bringing damage claims to the Board for their review.

State Highway 14, Elk City Highway. State Highway Administrator Green reported that District 4 Engineer Clayton has advised that SH-14 is deteriorating badly. At the Tri-Agency meeting in October the consensus was that SH-14 would not be adjusted in the program until the status of the road was determined. The Board directed the State Highway Administrator to meet with the FHWA and assess the condition of SH-14. (ACTION: STATE HIGHWAY ADMINISTRATOR)

WASHTO '80. Chief of Administration Neumayer discussed lodging accommodations for the Board at WASHTO '80 in Sun Valley in August.

WHEREUPON the Board adjourned at 11:45 a.m.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
March 6, 1980
Boise, Idaho

February 21, 1980

MINUTES OF THE REGULAR MEETING
OF THE
IDAHO TRANSPORTATION BOARD

MARCH 6, 1980

THURSDAY, MARCH 6, 1980

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Thursday, March 6, 1980.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Mary F. Brooks, Board Secretary
Darrell V Manning, Director
G. K. Green, State Highway Administrator
E. D. Tisdale, Chief of Management & Planning
Robert L. Trabert, Chief Legal Counsel
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The first page of the February Board minutes were amended to indicate that Board elections were deferred until the March Board meeting. The February Board minutes were approved as amended.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

April 10-11, 1980 (confirmed)
May 12-15, 1980, North Idaho Board Tour (confirmed)
June 12-13, 1980 (confirmed)
July 10-11, 1980 (confirmed)

Board Elections. Lloyd F. Barron nominated Carl C. Moore as Chairman of the Idaho Transportation Board; seconded by Roy I. Stroschein. Nomination carried.

Roy I. Stroschein nominated Lloyd F. Barron as Vice Chairman of the Idaho Transportation Board; seconded by Carl C. Moore. Motion carried.

Director's Report. The Director discussed the out-of-state travel report and the manpower totals showing 46 less employees than one year ago.

The Director discussed pending legislation, indicating that the 2¢ gas tax increase was defeated in the house but held for reconsideration on March 11, 1980. Consideration of the Department's budget has been postponed until revenue

March 6, 1980

AAF122

legislation has been acted upon. Once again the Legislature is passing legislation to increase employees' salaries but not funding that legislation. Additional personnel cutbacks may be necessary.

Proposed North Idaho Tour Route. A proposed itinerary was approved as presented with the tour beginning in Lewiston on Monday morning, May 12, 1980.

Legal Report. Chief Legal Counsel Trabert distributed an updated status of pending cases and informed the Board the judge has taken the ACHD lawsuit concerning the Milwaukee Street extension under advisement.

Settlements in Excess of \$80,000. The Board concurred in Mr. Trabert's recommendation to settle the following listed parcels which are in excess of \$80,000.

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Case No.</u>	<u>Route No.</u>
F-6471(41)	30	Ward, E. W.	1-2499	US-20
Q-RS-2751(2)	9 & 9-1	Ace Realty, Inc.	6662	SH-79

Amendment to Maintenance Rule 5-912.4. A public hearing was held on the amendment to allow issuance of over-legal permits in emergency situations. No comments were received from the germane legislative committee and no adverse comments were received from members of the industry or the public.

As recommended by the Chief Legal Counsel, the Board formally adopted the amendment to Maintenance Rule 5-912.4 and ordered its publication pursuant to the Administrative Procedures Act.

Logo Sign Rules and Regulations. Mr. Trabert indicated that the House Transportation Subcommittee reviewed the logo sign regulations as approved by the Board and held them for further consideration.

Relinquishment of the King Hill Loop. A system action public hearing was held on February 20, 1980 in Glenns Ferry. After reviewing the hearing transcript the Board approved the transfer of the King Hill Loop to the Glenns Ferry Highway District effective July 1, 1980. Before that transfer, certain maintenance activities will be completed. The Board's decision is as shown in Exhibit B-205 which is made a part hereof with like effect. The Board wished to know the amount of material left in the stockpile. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Delegation - Modifications to the Ramps at West Wendell Interchange, I-80N. Representatives of the Gooding County

March 6, 1980

Commission and the City of Hagerman requested the Board give consideration to construction of ramps at the West Wendell Interchange to make that a full interchange facility. The delegation cited increased truck traffic through Wendell, out-of-direction traffic due to missed interchange, their concern for safety and the inadequate frontage road. Answering Chairman Moore's question they indicated that ramps would be preferable to improvements to the existing frontage road.

The Board requested an evaluation of construction costs and approved a request to the FHWA for Interstate funding.
(ACTION: STATE HIGHWAY ADMINISTRATOR)

Six-Year Highway Improvement Program: Critical Bridge Replacement. Assistant Planning Engineer Longenecker distributed color-coded copies of the revised critical bridge program.

The Board approved the revised program including those changes shown in Exhibit C-150.

Coldwater Hill, US-30. After discussing accident statistics on Coldwater Hill, the Board directed that an evaluation be made of installation of signs and flashing lights until that segment of the Interstate is completed. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Winter Maintenance Levels of Service. Maintenance Supervisor Nielsen described the four levels of service established to standardize the quantity, duration, and types of winter maintenance on all state highway routes. The levels are based on traffic volumes, winter accident costs, and high hazard locations.

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. I-86-2(3)22 - The work consists of constructing one 85' concrete bridge, one 178' concrete bridge, one 26' concrete machine pass, one 130' concrete overpass and 800' of frontage road of I-86, Rock Creek - Warm Creek in Power County; federal and state financed project. Chief of Highway Development Sachet said the low bid was in excess of the engineer's estimate. After analyzing the engineer's estimate and the three low bids it was determined that five bid items were underestimated and not enough consideration was given to the difficulty in making the various sizes and gradations specified from the source. Based on the analysis the Board agreed with PS&E and the District that the contract should be awarded. The contract was awarded to Severance Construction, Inc., Hazelton, Idaho, the low bidder in the amount of \$1,141,064.32.

March 6, 1980

AAF122

Project No. SOS-2600(3) - The work consists of constructing a 15'x53' concrete culvert and approaches, drainage structures, plant mix pavement on North State Street in Rigby in Jefferson County; county financed project. The contract was awarded to Tap Construction Company, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$45,228.75.

Project No. SR-2739(5) - The work consists of reconditioning the roadway and constructing plant mix pavement on 4.356 miles of Rock Creek Road in Twin Falls County; county financed project. The low bid was in excess of the engineer's estimate. It was determined that the plant mix pavement was underestimated and that not enough consideration was given to the difficulty of working the source and the necessity of double handling the material between the crushing site, mixing site and roadway. Based on the analysis the District and PS&E recommended the award. The contract was awarded to Idaho Sand & Gravel Company, Caldwell, Idaho, the low bidder in the amount of \$262,835.00.

Project No. M-7185(002) - The work consists of constructing the roadway, drainage structures, and placing a plant mix pavement on 0.394 mile of Appleway from Ramsey to Julia Streets in the City of Coeur d'Alene in Kootenai County; federal and city financed project. The contract was awarded to Glen L. Waddell, Coeur d'Alene, Idaho, the low bidder in the amount of \$229,691.50.

Project Approvals to Advertise. The following projects was recommended and approved for future bid openings:

Key No. 669	Broadway Bridge, Idaho Falls
Project No. BR-M-7386(003)	Grade, Drain, Base, Paving,
Bus. I-15 and Bus. US-20	Curb and Gutter, Structure,
	Signal and Signing
	(Advertising Date 3/25/80)
	(Bid Opening Date 4/15/80)

Until the level of funding is established by the Legislature, the advertising of this project will be postponed.

Authority to Initiate Condemnation Proceedings. The Board signed orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Route No.</u>
I-15W-4(21)97 Key No. 9	19	I-86
F-FG-6471(76) Key No. 442	E-1	US-20
I-15W-4(17)108 Key No. 596	9	I-15W

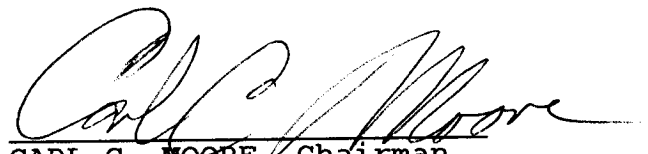
March 8, 1980

<u>Project No.</u>	<u>Parcel No.</u>	<u>Route No.</u>
I-15W-4(17)108 Key No. 596	7, 7-R.1 & 7-R.2	I-15W
I-15W-4(17)108 Key No. 596	12	I-15W
LSI-15W-4(4) Key No. 2355	2 & 2-R	I-15W
I-15W-4(17)108 Key No. 596	2 & 2-R	I-15W

Permanent Easement Across Maintenance Yard 3310, HHS-7103(003), Parcel No. 2. The Board concurred in the Right-of-Way Supervisor's recommendation to grant a use right and execute the permanent easement in favor of Murray W. Burns, et al.

Updated Analysis of Department Systems. Cost and benefit analyses were presented to the Board on the Transportation Resource Management System (TRMS), Automated Supply System, and the Improved Fluid Fuel System.

WHEREUPON the Board meeting adjourned at 4:00 p.m. on Thursday, March 6, 1980.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
April 10, 1980
Boise, Idaho

March 6, 1980

AAF122

SUPPLEMENT TO THE MARCH, 1980 MEETING OF
THE IDAHO TRANSPORTATION BOARD

March 20 - 21, 1980

Through telephone contact with Board Chairman, Carl C. Moore, and Vice Chairman, Lloyd F. Barron, on March 20 and Member, Roy I. Stroschein, on March 21 the Chief of Highway Operations obtained approval of the following:

Issuance of special permits for the transportation of a 26 foot wide building to be moved by Boise Cascade per special permit limitations imposed by the Division of Highways.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
April 10, 1980
Boise, Idaho

March 20-21, 1980

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

APRIL 10-11, 1980

THURSDAY, APRIL 10, 1980

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 8:45 a.m. on Thursday, April 10, 1980.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
E. D. Tisdale, Chief of Management and Planning
Richard C. Cowdery, Division Administrator - Federal Highway Administration
Robert L. Ford, Division of Budget, Policy Planning and Coordination

Board Minutes. The March Board minutes were approved as distributed.

Amendment to February, 1980 Board Minutes. The Board approved the following change to the February minutes. The second sentence in the fourth paragraph on the second page of the February Board minutes should read: "The FHWA has approved construction of an additional interchange between Boise and Meridian, as well as an additional interchange near Karcher Junction, but has denied the use of Interstate funds."

Board Meeting Dates. The following meeting dates were scheduled by the Board:

May 19-22, 1980, North Idaho Board Tour (postponed one week because Governor Evans called for a Special Legislative Session on May 12)

June 12-13, 1980 (confirmed)

July 10-11, 1980 (confirmed)

August 1, 1980 (tentative)

Director's Report. Director Manning reviewed the out-of-state travel report noting that most travel involved training. The manpower report showed a reduction of eleven (11) employees from March of 1979.

The Director distributed a semi-final status of the legislation of interest to the Department. A special session

April 10, 1980

AAF122

is being considered by Governor Evans and it may be possible that highway financing would be included if a session were held.

Legal Report. Chief Legal Counsel Trabert briefed the Board on the status of pending legal cases.

Relinquishment of King Hill Loop to Glenns Ferry Highway District, US-30-26. As presented by Planning Supervisor Sheesley, the Board approved and signed the official minute of relinquishment. That minute is as shown in Exhibit B-206 which is made a part hereof with like effect.

Systems Actions in the City of Moscow, US-95. An interim concept for the development of an ultimate north-south one-way couplet for US-95 in Moscow is being implemented. This access makes it necessary to add to the state highway system the two-block-long segment of First Street between Jackson Street and Washington Street. Upon completion of the ultimate couplet the temporary connection would be relinquished to the City of Moscow. The addition of this segment to the state highway system provides for the removal of the one-block long segment of Washington Street north of First Street, the one-block long segment of "D" Street between Jackson Street and Main Street, and the one-block segment of "A" Street between Main Street and Washington Street.

As recommended by the Planning Supervisor the Board approved the official minute shown in Exhibit B-207 which is made a part hereof with like effect.

Railroad System. ICC abandonment regulations require that railroads annually file an updated system diagram map of their rail system. Planning Supervisor Sheesley briefed the Board on the potential candidates for abandonment identified by category.

State Highway System Action in the Boise Area, SH-21, and US-20-26. The Boise Redevelopment Agency's request for vacating a portion of Grove Street on the state highway system in the central business district of Boise necessitates system actions to maintain continuity of the state system. Mr. Sheesley briefed the Board on the actions that would be included in a public hearing. Upon his recommendation the Board approved a single public hearing including the interim and ultimate treatment for US-20-26 and SH-21.

State Highway Administrator's Report. Mr. Green indicated that District 2 Engineer submitted an estimated cost of \$400,000 to make the West Wendell Interchange a full interchange. The proposal has been submitted to the FHWA for consideration.

The special signing for Coldwater Hill has been completed and favorable reaction has been received.

April 10, 1980

As a result of the Board's inquiry, Mr. Green reported that the stockpile quantity at King Hill includes 500 cubic yards of sand that will be transferred to the Glenns Ferry Highway District upon relinquishment of the King Hill Loop.

Pursuant to the discussions concerning deterioration of the Elk City Highway, a request will be submitted to the FHWA to accelerate the paving project one year.

Annual Update of Roadside Facilities. As required by Board Policy B-05-14, Maintenance Supervisor Nielsen presented an updated map showing existing and proposed facilities for 1980. On his recommendation, the following actions were approved by the Board:

1. Closure of the Dingle station.
2. Convert North Harpster and Grasmere stations to Class II.
3. Remove Dudley, Cedars, Bitterroot and Warhoop Rest Areas from the Interstate program.
4. Delete the Moc-Tel-Me station from the map.

Special Permit Regulations for Implements of Husbandry on Interstate System Routes. A 1975 amendment to Section 49-913, Idaho Code, removed the exemption from legal width limits established by grandfather right in 1956. Failure of the Legislature to satisfactorily amend the code to restore the grandfather right makes it necessary to initiate special permit regulations. Section 912.2 of the Maintenance Manual establishes requirements to obtain permits for movement on Interstate routes. Section 931.7 provides basic regulations and fees applicable to the issuance of permits for contractors, implements of husbandry, and land leveling equipment exceeding an eight-foot width on Interstate system routes.

As recommended by Maintenance Supervisor Neilsen, the Board approved special permit regulations 5-912.2 and 5-931.7 on an emergency basis with a public hearing to follow.

Transportation of 93 16-Foot Wide Modular Housing Units From the Boise Vicinity to Hailey. Mr. Jim W. Sims, Construction and Development Management Company, requested transportation of the units in July, August and September, 1980. The Board determined that an economic hardship resulting from Department regulations justified temporarily waiving application of regulation 5-933. The Board further stipulated that the loads must be moved by October 1, 1980 and that all 93 units would be transported within a 45-calendar-day period from the movement of the first unit.

April 10, 1980

AAF122

Adoption of 1978 Manual on Uniform Traffic Control Devices (MUTCD). After reviewing the transcript of the hearing held on March 28, the Board approved the 1978 Manual on Uniform Traffic Control Devices and nine exceptions for use upon highways within the State. In addition, the Board rescinded the April 14, 1977 edition of the 1971 MUTCD and Volumes 1 through 7 of Official Rulings on Requests for Interpretations, Changes and Experimentations. The decision of the Board is as shown in Exhibit C-151 which is made a part hereof with like effect.

Request for Larger Letters on Sign in Lewiston. Chairman Moore received a letter from W. L. Hagen for larger letters on his Vista House sign in Lewiston. The Board asked the Board Secretary to respond to Mr. Hagen, indicating that it was not possible under existing regulations to allow the requested 10-inch letters. The Board would, however, permit the sign's letters to be increased to 8-inches because of the four-lane highway and large signs in the area of the approaches. (ACTION: BOARD SECRETARY)

Engineering Agreement E-108, Project No. BR-5116(43), Bonners Ferry Bridge and Approaches, US-95. E&CP Supervisor Pline reported that decisions on the structure design and the delay of the consultant's work will result in an increase in consultant contract amount. Due to the change and scope of the contract the Board approved the increase in the consultant contract by \$74,900.00.

Engineering Agreement E-77, Revision No. 9, Project No. I-15W-4(17)108, Cassia County Line, Massacre Rocks, I-86. Mr. Pline indicated that right-of-way negotiations have resulted in a need to revise some structure plans at Fall Creek and modifications to the roadway plans. The Board approved extending the contract time to June 1, 1980 with a consultant cost increase of \$30,100.00.

Annual Review of Roadway Width Map. This map establishes minimum standard roadway widths for rural sections on the state highway system. Headquarters and District staff have determined that no updating is necessary at this time. The Board therefore approved the roadway width map for rural highways as currently published without change.

Project Approval for Future Bid Opening. The following project was approved for future bid opening:

Key No. 1979	Regina - Cleft
Project No. F-I-IR-80N-2(60)70	Rem. existing Bituminous
I-80N	Surface and place 7"
Project Length 2.462 Miles	Concrete Pavement and
	Constructing Detour -
	West Bound Lane
	(Advertising Date 4/17/80)
	(Bid Opening Date 5/13/80)

April 10, 1980

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project Nos. SOS-1700(2) and SOS-1700(3) - The work consists of constructing two 15-foot concrete culverts over West Camas Creek and East Camas Creek near Kilgore in Clark County; federal and county financed project. The contract was awarded to Clark Brothers Company, Idaho Falls, Idaho, the low bidder in the amount of \$52,987.68.

Project No. I-86-2(3)22 - The work consists of constructing one 85-foot concrete bridge, one 178-foot concrete bridge, one 26-foot concrete machine path, one 130-foot concrete overpass and 800 feet of frontage road on I-86, Rock Creek - Warm Creek in Power County; federal and state financed project. The contract was awarded to Severance Construction, Inc., Hazelton, Idaho, the low bidder in the amount of \$1,141,064.32.

Project No. RS-2777(1) - The work consists of constructing the roadway, drainage structures, roadmix pavement and a 35-foot multiplate arch bridge on 3.0 miles of Tuttle Road, SH-46 - three miles west, in Gooding County; federal and county financed project. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder in the amount of \$656,694.24.

Project Nos. HES-2852(2) and HES-2862(9) - The work consists of modifying the existing roadway, reconstructing approaches, plant mix pavement, signing and illumination on 0.606 mile of SH-24, Wayside Inn and on 0.246 mile of SH-27, Conner's Cafe in Minidoka County; federal and state financed project. The contract was awarded to Gordon Paving Company, Burley, Idaho, the low bidder in the amount of \$191,152.44.

Project No. BR-M-MG-7181(001) - The work consists of demolishing 16 buildings, backfilling basements and general cleanup adjacent to US-30 Business, Gould Street in Pocatello; state financed project. The contract was awarded to Gillingham Construction, Boise, Idaho, the low bidder in the amount of \$23,844.00.

Project No. PMS-S16(57) - The work consists of placing raised ceramic pavement markings on various city streets in Boise in Ada County; federal financed project. The contract was awarded to Accurate Quality Striping Company, Boise, Idaho, the low bidder in the amount of \$10,565.00.

Project No. M-7551(001) - The work consists of constructing the roadway, drainage structures and plant mix pavement on 0.872 mile of Meridian Street in Blackfoot in Bingham County; federal and city financed project. The contract was awarded to Bannock Paving Company, Pocatello, Idaho, the low bidder in the amount of \$648,868.50.

April 10, 1980

AAF122

Project No. PMS-S16(45) - The work consists of installing pavement markings on 7.388 miles of US-12 and US-95, Spalding I.C. to Lewiston in Nez Perce County; federal financed project. The contract was awarded to Collister Wood Products, Inc., Boise, Idaho, the low bidder in the amount of \$115,705.00.

Authority to Settle in Excess of \$80,000, Project No. I-80N-1(67)27, Parcel Nos. 51 and 52, I-80. The Board concurred in the Right-of-Way Supervisor's recommendation to accept the Charles E. McJunkin settlement which is excess of \$80,000.00.

Grant of a Power Line Easement, Stockpile Site 1550, Georgetown Summit, US-30N. The addition of a sand shed on the captioned stockpile site requires electrical service being provided by Utah Power and Light. As recommended by the Right-of-Way Supervisor, the Board granted a power line easement in favor of Utah Power and Light Company and executed the appropriate document.

Authority to Initiate Condemnation Proceedings. The Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
ST-6767(501)	4	Murphy & Robins	US-20
I-80N-1(67)27	49 & 50	Vernon G. DeMark	I-80N

Sign Status Report. The Board reviewed the sign status report for January, February and March of 1980.

Board Policy B-06-13, USE OF AUDITORIUM AND DISTRICT CONFERENCE ROOMS. The correlating Administrative Policy A-06-13 has recently been revised to include meeting areas other than the auditorium and to modify the conditions of use. As recommended by Chief of Management and Planning Tisdale, the Board approved revised Board Policy B-06-13, USE OF DEPARTMENT FACILITIES.

Board Policy B-05-06, WINTER MAINTENANCE STANDARDS. The purpose of establishing the winter maintenance level of service is to standardize the quantity, duration and types of winter maintenance on those state highway routes not covered by a separate city or county maintenance agreement. The levels are based on traffic volume, winter accident costs, and high hazard locations. The map reviewed at the March 1980 Board meeting identified proposed levels of service for 1980-81 winter season.

As recommended by CMP Tisdale and Maintenance Supervisor Nielsen, the Board approved Board Policy B-05-06 and tentatively approved winter maintenance levels of service for the 1980-81 winter season as shown on the subject map.

April 10, 1980

A final map will be presented to the Board for approval in August, 1980.

Twin Falls City-County Airport, Project No. 6-16-0036-09.
This project represents the next step in the stage development of the 1,550 foot runway extension. The work to be accomplished during this phase is relocation of the localizer and completion of the embankment. Costs are to be shared as follows:

<u>Federal</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$711,000	\$ 39,500	\$ 39,500	\$790,000

As recommended by the Aeronautics and Public Transportation Advisory Board, the Board allocated up to \$40,000 for the subject project.

Avigation Easement Agreement with the City of Boise.
This agreement grants the use of airspace above the Division's Maintenance Yard on Eagleson Road to be used by all persons lawfully using the Boise Municipal Airport.

As recommended by the Division Administrator and the Advisory Board, the Board executed the grant of avigation easements, shown in Exhibit C-152 which is made a part hereof with like effect.

WHEREUPON the Board meeting recessed at 3:45 p.m.

FRIDAY, APRIL 11, 1980

The meeting reconvened at 9:00 a.m. in the Transportation Building, Boise, Idaho on Friday, April 11, 1980.

The following people were present:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
E. D. Tisdale, Chief of Management and Planning
Richard C. Cowdery, FHWA Division Administrator
Representative John O. Sessions, Chairman of the
House Transportation Committee

Six-Year Highway Improvement Program: Primary and Secondary Systems. Assistant Planning Engineer Longenecker reviewed changes to the primary and secondary programs. For the purpose of project development, realizing that not all

April 11, 1980

AAF122

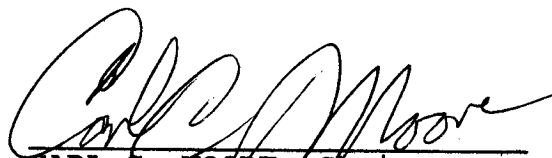
projects could be constructed, the Board approved the systems as revised. Changes to the primary and secondary programs are shown in Exhibit C-153 which is made a part hereof with like effect.

State Highway Administrator Green discussed the recent FHWA release of \$13.3 million of obligational authority. Six projects proposed for this money are:

<u>PROJECT NAME</u>	<u>PROJECT NUMBER</u>	<u>ROUTE NO.</u>
Broadway Bridge	DP-BR-M-7386(003)	I-15B
Regina-Cleft	I-IR-F-80N-2(60)70	I-84
Blue Creek Bay - SH-97	I-90-1(134)21	I-90
Tollgate, North and South	F-3341(3)	US-20
Elephant Butte South	FL-11-1(3)	US-95
PMS-various routes	PMS-L16(56)	Various

The Board approved the deferment of all federal-aid and state-funded projects but the six listed.

WHEREUPON the Board adjourned at 9:45 a.m.


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 May 27, 1980
 Boise, Idaho

April 11, 1980

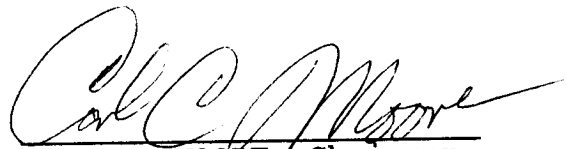
SUPPLEMENT TO THE APRIL 1980 MEETING
OF THE IDAHO TRANSPORTATION BOARD

April 21, 1980

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on April 21, 1980, the Right-of-Way Supervisor obtained approval of the following:

Approval to proceed with the negotiation of Parcel No. 2 (Idaho Land and Development Co.) on Project No. I-90-1(15)16, Key No. 581, Silver Beach - Blue Creek Bay.

The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the acquisition of Idaho Land and Development Co. ownership which is in excess of \$80,000 Fair Market Value.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
May 27, 1980
Boise, Idaho

April 21, 1980

AAF122

SUPPLEMENT TO THE APRIL 1980 MEETING
OF THE IDAHO TRANSPORTATION BOARD

May 7, 1980

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on May 7, 1980, the Research Supervisor obtained approval of Research Project 97 described as follows:

Contract with the University of Idaho, College of Engineering for the Review and Modification of Resilient Modules Test Procedures and Equipment; \$35,000.00, a one-time cost. The research would provide a standard test procedure, update our laboratory equipment accordingly, and be a very good tie between deflection testing in the field and laboratory.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
May 27, 1980
Boise, Idaho

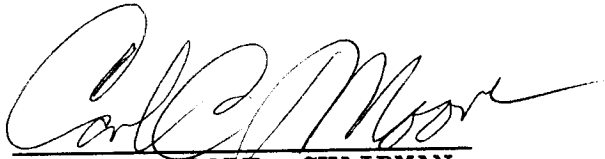
May 7, 1980

SUPPLEMENT TO THE APRIL 1980 MEETING OF
THE IDAHO TRANSPORTATION BOARD

May 7, 1980

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on May 7, 1980, the Chief of Administration obtained approval for an increase in the reimbursable expenses for use in the Department effective May 1, 1980. The increased allowances as follows were approved by the Board of Examiners on April 22, 1980:

- Use of private auto - 17¢ per mile to 18¢ per mile
- In-state meal expense - \$12 per day to \$15 per day
- Out-of-state meal expense - \$17 per day to \$20 per day


CARL C. MOORE, CHAIRMAN
Idaho Transportation Board

Read and Approved
May 27, 1980
Boise, Idaho

May 7, 1980

AAF122

MINUTES OF THE REGULAR MEETING AND
THE NORTH IDAHO TOUR OF THE
IDAHO TRANSPORTATION BOARD

MAY 18-22, 1980

SUNDAY, MAY 18, 1980

The Idaho Transportation Board met in regular session in Boise, Idaho in the Aeronautics Building at 2:30 p.m. on Sunday, May 18, 1980.

The following items were discussed and acted upon then and later:

Board Minutes. The April Board minutes were amended on page four (4) to indicate that Mr. W. L. Hagen was allowed 8-inch letters on his Vista House sign in Lewiston. The minutes were approved as amended.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

June 12-13, 1980 (confirmed)
July 10-11, 1980 (confirmed)
August 1, 1980 (tentative)

Exempt Salaries. The Board concurred in the Director's salary recommendations for the exempt positions of State Highway Administrator, Aeronautics and Public Transportation Administrator, Chief Legal Counsel, and Board Secretary. The Board approved a 20% increase for the Director. He accepted no more than a 15% increase.

Contract to Provide Computer Programming and Analysis. It has been determined by Information Systems and Data Processing that in-house data processing services are inadequate to meet desired schedules. The Board approved a contract with Computer Partners, Inc. to provide supplemental resources to the ISDP Section on an as-needed basis for a two-year period.

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project Nos. STM-5115(555), STM-5115(556) and STM-5121(556) - The work consists of cleaning and repainting the structural steel on the Spokane River Bridge and the Northwest Boulevard Bridge at M.P. 429.42 and M.P. 429.63 of US-95 in Coeur d'Alene, and for the cleaning and repainting of the structural steel railing and pilings of the Priest River Bridge at M.P. 6.8 on US-2 in Priest River in Kootenai and Bonner counties; state financed project. The contract was awarded to Stockwell Paint Contractors, Coeur d'Alene, Idaho, the low bidder in the amount of \$44,663.65.

May 18, 1980

Project No. SOS-2800(3) - The work consists of constructing the roadway, drainage, plant mix pavement, fog seal and pavement markings on 0.504 mile of Dalton Avenue, 4th to 15th Streets in Coeur d'Alene in Kootenai county; federal and city financed project. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder in the amount of \$58,393.35.

Project Nos. FR-2352(16) and FR-2352(17) - The work consists of widening the roadway and constructing plant mix pavement on 17.640 miles of US-93, Carey to Tom Cat Hill in Blaine County; federal and state financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$934,816.00.

Project No. M-7563(001) - The work consists of constructing the roadway, drainage structures, plant mix pavement and pedestrian overpass on approximately 0.96 miles of Overland Road from Curtis to Cole in Boise in Ada county; federal and county financed project. The contract was awarded to Asphalt Paving and Construction Co., Boise, Idaho, the low bidder on Alternate # 2 in the amount of \$945,930.39.

Project No. BR-SOS-0600(3), (4), (5), (6) and (7) - The work consists of constructing 45-foot, 37-foot, 49-foot, 35-foot, and 39-foot concrete bridges over West Branch Snake River Valley Canal (1225, 830E.), Sand Creek (southeast Shelley), Sand Creek (three miles south of Shelley), Danskin Canal (near Groveland) and West Branch Snake River Valley Canal (1202, 800E.) on various county roads in Bingham County; federal and county financed projects. The contract was awarded to Cannon Structures, Inc., Blackfoot, Idaho, the low bidder in the amount of \$269,306.70.

Project No. SOS-3200(2) - The work consists of constructing the roadway, road mix pavement and seal coat on approximately 1.096 miles of Burmah Road in Lincoln County; federal and county financed project. The contract was awarded to Maverick Construction Company, Burley, Idaho, the low bidder in the amount of \$98,294.60.

Project No. STM-2741(510) - The work consists of cleaning and painting the steel bridge over the Snake River on SH-50, Hansen Bridge in Jerome and Twin Falls county; state financed project. The contract was awarded to Hanson Painting Company, Boise, Idaho, the low bidder in the amount of \$36,814.00.

Project No. HES-7103(003) - The work consists of widening right turn lanes, installing new traffic signals and illumination at the intersection of Chinden and Glenwood, US-20 in Boise in Ada County; federal and state financed project. The bids received were in excess of the engineer's estimate. In analyzing the original estimate, the District determined that fifteen percent (15%) overhead and profit for signalization and illumination had not been included in the bid. It was

May 18, 1980

AAF122

recommended by the District and PS&E that the contract be awarded. The Board concurred in that recommendation and the contract was awarded to Tri-State Electric, Inc., Boise, Idaho, the low bidder in the amount of \$79,732.00.

Project No. DP-BR-M-7386(003) - The work consists of constructing a 287-foot steel and concrete bridge and approaches with grading, plant mix pavement, signals and lighting on I-15B and US-20 in Idaho Falls, Broadway Bridge in Bonneville County; federal and state financed project. The bids received were in excess of the engineer's estimate. It was determined by PS&E and the District that two City of Idaho Falls items for removal of a concrete weirwall and an intake structure were imbalanced. In addition, no bid history of a comparable complex project was available. Pre-examination by District 6 and PS&E indicate that adjustment of the engineer's estimate is justified, based on unforeseen difficulty and complexity. The Board concurred in the recommendation that the project be awarded provided the low bidder agrees to deleting the two city imbalanced items in their entirety from the contract.

Project Approval for Future Bid Openings. The following project was recommended and approved for future bid opening:

Key No. 1628	Extending Existing Structure,
Project No. STS-2392(559)	Placing Riprap and Minor
SH-75	Grading
	(Advertising Date 5/22/80)
	(Bid Opening Date 6/17/80)

Approval to Trade Remainder, Project No. I-80N-1(67)27, Parcel No. 33-R, Caldwell. The Board concurred in the Right-of-Way Supervisor's recommendation to exchange (trade) certain real property, and executed the appropriate warranty deed in favor of Superior Welding Supply, Inc.

Authority to Initiate Condemnation Proceedings. The Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
I-15W-4(21)97	16	Weston H. Kramer	I-15W
I-80N-1(67)27	27 & 27R	Ralph T. Colvard	I-80N

MONDAY, MAY 19, 1980


The North Idaho Board Tour began in Lewiston on Monday, May 19, 1980 at 7:30 a.m. Those in the tour group included:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 Roy I. Stroschein, Member - District 1
 Darrell V Manning, Director

May 18, 1980

Mary F. Brooks, Board Secretary
 G. K. Green, State Highway Administrator
 James H. Clayton, District 4 Engineer
 E. Merle Harding, District 5 Engineer
 Richard C. Cowdery, Division Administrator - Federal
 Highway Administration
 Jeff Youtz, Legislative Fiscal Office
 Robert L. Ford, Division of Financial Management

The tour group departed Lewiston via US-12 enroute to Missoula. On Sunday, May 18, Mt. St. Helens in the State of Washington erupted, sending a fallout of volcanic ash which settled over northern Idaho. At the Powell Maintenance Yard it was determined that I-90 from Missoula into Coeur d'Alene was closed. In addition, the Montana State Police had closed US-12. At that point Messrs. Moore, Clayton and Harding returned to Lewiston and the remainder of the group drove south from Lolo on US-93 to Salmon. That group traveled from Salmon to Boise via US-93, SH-75 and SH-21 on May 20.


 LLOYD F. BARRON, Vice Chairman
 Idaho Transportation Board

Read and Approved
 June 12, 1980
 Boise, Idaho

May 19, 1980

AAF122

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

JUNE 12, 1980

THURSDAY, JUNE 12, 1980

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 8:50 a.m. on Thursday, June 12, 1980.

Present were:

Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Mary F. Brooks, Board Secretary
E. D. Tisdale, Chief of Management and Planning
G. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public
Transportation Administrator
Robert L. Trabert, Chief Legal Counsel
Glen Bedell - Federal Highway Administration

Board Minutes. The May Board tour minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

July 10-11, 1980 (confirmed)
August 1, 1980 (tentative)

North Idaho Chamber of Commerce Resolutions. The Board took note of three resolutions passed by the North Idaho Chamber of Commerce at their May 10, 1980 meeting in Kellogg, Idaho addressing US-12, Wilderness Area Airstrips, US-95 and the Bonners Ferry Bridge.

Director's Report. Acting Director Tisdale reported to the Board that Richard R. Transtrum had been selected as the Department's new Personnel Supervisor.

State Highway Administrator Green reported that \$260,000 had been expended to date on cleanup of the volcanic ash fallout as a result of the eruption of Mt. St. Helens on May 18, 1980.

The Board noted that the out-of-state travel report included two trips paid for by the Transportation Research Board. The manpower report showed a reduction of eleven employees from May of 1979.

Approval to Proceed With Negotiations, Project No. I-80N-1(67)27. Chief Legal Counsel Trabert briefed the Board on the project in question. Based on the information

June 12, 1980

presented, the Board approved a firm offer of \$300,000 for parcels numbers 8, 9, 10, 11 and 20.

Legal Report. Mr. Trabert briefed the Board on the status of pending legal cases.

He indicated that suit will be filed against the U.S. Department of Transportation on the impoundment of funds. To date four states have won their cases; two have lost.

Exchange of Real Property, Project No. FI-FUI-3021(1), Parcel No. 8, in Connection With Project No. I-80N-1(67)27, Parcel No. 11. As recommended by the Chief Legal Counsel, the Board signed the quitclaim deed to George and Martha Nishitani.

Delegation - Murtaugh Bridge Committee. Representatives from the Twin Falls and Jerome County Commissions met with the Board to discuss expediting the replacement of the Murtaugh Bridge. Vice Chairman Barron indicated that the project was scheduled on the critical bridge program for FY83. State Highway Administrator Green said the project could be moved ahead if funding became available.

Delegation - Acquisition of Short's Funeral Chapel in Moscow. Attorneys Robert Tunnicliff and Howard Humphrey, and owner David Tate met with the Board to discuss advance acquisition of the funeral chapel and the apparent impasse in negotiations. Mr. Tunnicliff stressed that operation of the business would be substantially affected when construction of the interim couplet in Moscow is begun. The Board directed the Department to look at the interim couplet design to determine what effect traffic direction will have on the business. (ACTION: CHIEF LEGAL COUNSEL and CHIEF OF HIGHWAY DEVELOPMENT)

Mr. Tate requested the survey stakes be removed from his property. (ACTION: DISTRICT 4 ENGINEER)

Delegation - Ada County Highway District, Chinden-Broadway Corridor. Ada County Highway District Commissioners expressed support for the existing Chinden-Broadway corridor location and indicated acceptance of a downtown circulation plan.

A special use permit on a gravel pit had been rejected by Ada County. The Department will coordinate with ACHD to combat problems created by Ada Planning and Zoning Commission in securing materials source sites. (ACTION: DISTRICT 3 ENGINEER)

Payette Municipal Airport, Project No. 5-SP-4284-02. This project would provide the City of Payette with a rotating beacon which they will install at the airport. Funding is as follows:

June 12, 1980

AAF122

<u>Local</u>	<u>Local Force Account</u>	<u>State</u>	<u>Total</u>
\$275	\$200	\$475	\$950

And as recommended by the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved the SADAP grant in the amount of \$475.00.

Regional Fuel Farm, Idaho County Airport, Project No. 5-SP-0015-01. The Board previously approved \$13,000 for this project. Detailed engineering based actual site conditions have resulted in an increased project cost. Revised funding is as follows:

<u>Local</u>	<u>State</u>	<u>Total</u>
\$34,000	\$34,000	\$68,000

The Advisory Board recommended and the Board approved the allocation of an additional \$22,000, making a \$35,000 total project cost.

Lewiston-Nez Perce County Airport, Project No. 6-16-0022-10. This project supersedes the land acquisition portion of old project numbers 6-16-0022-05/07/08, consolidating all into a single project, plus apron and taxiway improvements. Funding is as follows:

<u>Federal</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$550,908	\$30,606	\$30,606	\$612,120

Upon the recommendation of the Advisory Board, the Board allocated up to \$31,000 for this project.

FY80 Section 18 Program of Projects for Rural and Small Urban Public Transportation, Project No. RPT-0016. The FY80 program of projects was revised to include three projects from the FY79 program.

The Transportation Board, as recommended by the Advisory Board, approved the revised FY80 Section 18 Program of Projects as shown in Exhibit C-155 which is made a part hereof with like effect.

Six-Year Highway Improvement Program: Urban System. The urban program for cities over 5,000 population was presented to the Board by Resource Planning Supervisor Mickelson. The Board approved the urban program as presented with changes shown in Exhibit C-156 which is made a part hereof with like effect.

June 12, 1980

Boise State University Internship Contract. The support addressed in the Internship Program Agreement relates to the development and operation of the Pavement Performance Management Information System, the Highway Investment Analysis Package, Mileage Facilities Reporting System, and other work related to highway statistical analysis reports.

As recommended by Assistant Planning Engineer Longenecker, the Board approved the contract with Boise State University for FY81 for a total cost including faculty and administrative support of \$66,690.80.

Consultant Agreement for the Second Stage of Development on Idaho's Pavement Information Management System. After the first stage of the contract, it was determined that further improvements and modifications were needed to better adapt the Pavement Performance Management Information System for Idaho conditions. In addition, a pavement overlay design model for both asphalt and concrete pavements and an evaluation procedure for concrete pavements would be developed. The contract work is included in the approved FY80 highway planning research work program, utilizing transition quarter (TQ) funds.

As recommended by Mr. Longenecker, the Board approved the contract with Pavement Management Systems International, Inc. in the amount of \$115,000, contingent on FHWA approval of TQ funds.

Automated Supply and Inventory System Design and Implementation. Chief of Management and Planning Tisdale reported the contract part of the work is on schedule. However the inability to fill data processing positions and the rapid employee turnover prevented total Department commitment. As recommended by Mr. Tisdale, the Board approved the continued use of outside services to supplement Department resources on a daily rate or on an as-needed basis to complete the project; cost not to exceed \$50,000.

Location and Design Determination, Project No. RS-RSG-1721(19), American Falls Dam to I-86 I.C.. A public hearing was held on this project March 27, 1980 at American Falls to consider the location of the Oregon Trail Alternative and the West Alternative, and the design of the entire project.

After reviewing the testimony and the staff's recommendation that the West Alternative would provide for safer, smoother, faster and more efficient movement of highway traffic, the Board approved the location and design of the West Alternative.

The decision of the Board on proposed alternate corridor locations for the relocation of SH-39 from the American Falls Dam to the East American Falls I.C. is as shown in Exhibit B-208 which is made a part hereof with like effect.

June 12, 1980

AAF122

Proposed Revisions to the State Highway System in Ada County, SH-21 and US-20-26. A public hearing was held on the proposed systems action on May 22, 1980. No interested citizens attended and no written testimony was submitted.

Ada County Highway District Commissioners have cited the problem of embankment sloughing onto SH-21 in the narrows section below the Warm Springs Mesa subdivision, and have requested appropriate remedial action prior to accepting responsibility for the segment proposed for removal from the state highway system.

An extension from SH-21 on new alignment from a point just east of the narrows section southerly to a proposed connection with a proposed local road has been recognized as one way to direct traffic from the problem area. The estimated cost of such an extension is \$1.4 million.

The Board proposed to provide funds equivalent to the Clause "B" matching ratio in recognition of Department responsibility prior to relinquishment of SH-21 from Eckert Road to the route's western terminus in the central business district. This would amount to roughly ten percent (10%) of the total estimated cost of the extension. The Board directed the District 3 Engineer to communicate this proposal to Ada County Highway District officials. (ACTION: DISTRICT 3 ENGINEER)

The Board's decision on the proposed revisions to the state highway system in Ada County is shown in Exhibit B-209 which is made a part hereof with like effect.

Abandonment of Excess Right-of-Way, Project No. FHP-3(4), SH-14. Because of construction on SH-14, a parcel of right-of-way is recommended for abandonment to the adjacent property owner. The Board approved and signed the easement deed and official minute as shown in Exhibit B-210 which is made a part hereof with like effect.

State Highway Administrator's Report. Mr. Green reported that the Broadway Bridge project had been readvertised and awarded with an approximate \$100,000 savings.

The Department is in the process of selecting a consultant for the Boise Interchange Modification Study.

New Approach, Project No. F-2352(1), Permit No. 2-80-033, US-26. As recommended by Traffic Supervisor Meyer, the Board approved the requested approach at Station 183+02 Rt. and executed a quitclaim deed to Charles L. Wilkens to be delivered upon payment of \$680.00, the estimated cost to build a 12-foot wide frontage road from the closest approach.

June 12, 1980

Caribou County Request for Railroad Protection Account Funds, Project No. RRO-9151(002). Caribou County has requested funds from the railroad protection account to match federal funds for installing planking and cantilever railroad signals on the Valley View Subdivision Road. As recommended by the Traffic Supervisor, the Board obligated \$8,660 from the Railroad Grade Crossing Protection fund.

Mr. Tisdale suggested that a Board Policy be developed to allow the Director to approve Railroad Grade Crossing Protection Account funding for locally sponsored projects which exceed minimum hazard rating. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Location Determination, Project No. M-2020(001), Chinden-Broadway Corridor. This project had a draft EIS with a supplemental EIS and two public hearings. As discussed at the February 1980 Board meeting, most issues have been resolved and the Department is proceeding with the final EIS completion.

After considering the transcript of the January 9, 1980 hearing the Board made the following decisions:

1. That Alternative Interchange 5 be adopted as the recommended plan for connection with I-184, Chinden Boulevard, Main and Fairview Avenues-- with all feasible and practical noise attenuation measures considered in the design phase.
2. That Alternative Route "D" be adopted for the route corridor from the Boise River to 13th Street with alternative "D-1" as the initial improvement to be considered.
3. That the Front and Borah-Myrtle couplet be adopted as the route corridor from 13th Street to Broadway Avenue.
4. Transportation Board action on changes to the state highway system shall be taken after required design public hearings.
5. The exact location and design of the proposed improvements, public and private accesses, and scheduling of construction shall also be the subject of future design public hearings.

The above decision by the Transportation Board is as shown in Exhibit C-154 which is made a part hereof with like effect.

Supplemental Engineering Agreement E-77, Project No. I-15W-4(17)108, Cassia County Line-Massacre Rocks, I-86. Project work requirements changed frequently and continuously

June 12, 1980

AAF122

during the various design phases. Additional changes are currently being made in the project design as right-of-way agreements are completed. The District has requested that the consultant contract be terminated and final payment resolved with the District completing the project plans.

As recommended by Chief of Highway Development Sacht, the Board approved an increase of \$24,882.78 to complete the consultant's contract.

Engineering Agreement E-100, Project No. ST-4114(593), Clearwater Bridge and Approaches, US-12. The lengthy hearing, additional time, numerous letters in conjunction with the U.S. Coast Guard decisions, and revised scope of the project have exceeded original expectations. The staff regards the consultant's request for an increase as reasonable considering the items that need to be resolved for a final, published EIS.

As recommended by Mr. Sacht, the Board approved an increase in the consultant's contract in the amount of \$18,530.00.

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings:

Key No. 2456
Project No. ST-7063(508)
SH-44
Project Length 0.404 Mile

23rd Street - State to
Fairview - Boise
Plant Mix Overlay
(Advertising Date 6/16/80)
(Bid Opening Date 7/8/80)

Key No. 293
Project No. STS-2864(532)
Jct. SH-25 & SH-27
Project Length - N.A.

Paul Signal
Intersection Signalization
(Advertising Date 6/16/80)
(Bid Opening Date 7/8/80)

Key No. 681
Project No. F-2391(34)
US-30 and US-93
Project Length 0.818 Mile

Addison Avenue - Twin Falls
Seal Coat
(Advertising Date 6/16/80)
(Bid Opening Date 7/1/80)

Key No. 418
Project No. M-7242(004)
US-30
Project Length 1.225 Miles

2nd Avenue N. and E. -
Twin Falls
Seal Coat
(Advertising Date 6/16/80)
(Bid Opening Date 7/1/80)

Key No. 416
Project No. M-7152(007)
SH-74
Project Length 0.47 Mile

Shoshone Street - Twin Falls
Seal Coat
(Advertising Date 6/16/80)
(Bid Opening Date 7/1/80)

Key No. 648
Project No. M-7242(007)
US-30 and US-93
Project Length - N.A.

West "5" Points - Twin Falls
Seal Coat
(Advertising Date 6/16/80)
(Bid Opening Date 7/1/80)

June 12, 1980

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. SOS-1400(3) - The work consists of constructing the roadway, drainage structures, plant mix pavement and 23.75' x 53.67' superspan structure on 0.019 mile of 9th Avenue North in Nampa in Canyon County; federal and city financed project. The contract was awarded to J. M. Hess Construction Co., Nampa, Idaho, the low bidder in the amount of \$77,966.95.

Project No. I-IR-F-80N-2(60)70 - The work consists of constructing a detour approach, placing plant mix pavement on old US-30, resurfacing the I-84 west bound travelway with concrete pavement, and widening two existing concrete bridges on 12.190 miles of I-84, Regina to Cleft in Ada and Elmore counties; federal and state financed project. The contract was awarded to Bannock Paving Company, Pocatello, Idaho, the low bidder in the amount of \$3,076,352.89.

Project No. F-4114(57) - The work consists of installing area illumination located around the Port of Entry Building on US-95 and US-12 east of Lewiston in Nez Perce County; federal and state financed project. The contract was awarded to Bengal Electric, Inc., Pocatello, Idaho, the low bidder in the amount of \$43,844.81.

Project No. SOS-4200(8) - The work consists of installing a 15" x 360' irrigation pipe and extending a 65" x 40" pipe culvert on Juniper Street in Buhl in Twin Falls county; federal and city financed project. The contract was awarded to Ralph Thornton Construction, Burley, Idaho, the low bidder in the amount of \$12,447.10.

Exchange of Real Property, Project No. M-7181(001), Former Project F-1024(6), Parcels 20 and 20-1/2, SH-71A. As recommended by the Right-of-Way Supervisor, the Board approved segregating the two areas in question and executed the applicable quitclaim and warranty deed.

Exchange of Real Property, Yard Site 5050, Bonners Ferry, US-95. The Board concurred in the Right-of-Way Supervisor's recommendation to exchange (trade) certain real property, and executed the appropriate warranty deed in favor of Dennis A. and Connie Ponsness, husband and wife.

Approval to Proceed With Negotiations, Project No. ST-2391(552), Parcel No. 27, US-93. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the acquisition of the Lynwood Development Company parcel which is in excess of \$80,000 fair market value (FMV), and granted additional authority to settle the parcel within ten percent (10%) over FMV if necessary.

June 12, 1980

AAF122


Approval to Proceed With Negotiations, Project No. I-80N-1(67)27, Parcel Nos. 77 and 77-R, I-84. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the acquisition of the entire property owned by Equitable Life which is in excess of \$80,000 fair market value (FMV), and granted additional authority to settle the parcel within eleven percent (11%) over FMV if necessary.

Approval to Proceed With Negotiations, Project No. F-6501(13), Parcel No. 6, Swan Valley Bridge and Approaches, US-26. The Board concurred in the Right-of-Way Supervisor's recommendation to continue the negotiations with the U.S. Forest Service by virtue of acquiring the site improvements (mitigation of damages) which total an amount in excess of \$80,000.

Authority to Initiate Condemnation Proceedings. The Board signed the orders for condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
I-80N-1(67)27	29	Joseph S. McJunkin	I-84
I-80N-1(67)27	40	Nolte, C/O Jackson Oil Company	I-84
I-80N-1(67)27	61 & 61R	Bob Nicholes S.S.	I-84

WHEREUPON, the Board meeting adjourned at 4:15 p.m.


 LLOYD F. BARRON, Vice
 Chairman
 Idaho Transportation Board

Read and Approved
 July 11, 1980
 Boise, Idaho

June 12, 1980

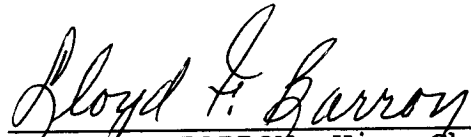
SUPPLEMENT TO THE JUNE 1980 MEETING
OF THE IDAHO TRANSPORTATION BOARD

June 16 and 20, 1980

Through telephone contact with Vice Chairman Lloyd F. Barron on June 16, 1980 and Member Roy I. Stroschein on June 20, 1980, the Chief Legal Counsel obtained approval of the following:

Approval to settle Parcel No. 8 on Project
No. F-6474(81), Key No. 1231, SH-88-Salem
Road, Madison County, Idaho.

The Board concurred in the Chief Legal Counsel's recommendation to proceed with the acquisition of ownership which is in excess of \$80,000 Fair Market Value.


LLOYD F. BARRON, Vice Chairman
Idaho Transportation Board

Read and Approved
July 11, 1980
Boise, Idaho

June 16 and 20, 1980

AAF122

SUPPLEMENT TO THE JUNE 1980 MEETING OF
THE IDAHO TRANSPORTATION BOARD

June 25, 1980

Through telephone contact with Board Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on June 25, 1980 the Highway Safety Manager obtained approval of the following:

Contract with the National Safety Council to provide for 15 traffic safety studies of Idaho communities for use by the Office of Highway Safety in developing the FY81 community highway safety program. Maximum cost of the contract is \$48,000; \$3,000 each for the 15 studies and \$3,000 for the summary report. Federal "402" safety funds are available for the contract.


LLOYD F. BARRON, Vice Chairman
Idaho Transportation Board

Read and Approved
July 11, 1980
Boise, Idaho

June 25, 1980


SUPPLEMENT TO THE JUNE 1980 MEETING
OF THE IDAHO TRANSPORTATION BOARD

June 26, 1980

Through telephone contact with Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein, the Right-of-Way Supervisor obtained approval of the following:

Approval of the settlement with DeMark
Auto of Parcel Nos. 49 & 50 on Project
No. I-80N-1(67)27 Caldwell Section.

The Board members concurred in the Right-of-Way Supervisor's recommendation to settle the parcels at \$162,000.00 which is 5.25% above the established Fair Market Value, together with granting DeMark Auto a 20-foot permanent easement along the east side of Parcel No. 48R (previously owned by Padgett) for the purpose of common access to Parcel No. 48-F and the DeMark Auto remainder.


LLOYD F. BARRON, Vice Chairman
Idaho Transportation Board

Read and Approved
July __/__, 1980
Boise, Idaho

June 26, 1980

AAF122

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

JULY 10, 1980

THURSDAY, JULY 10, 1980

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Thursday, July 10, 1980. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
E. D. Tisdale, Chief of Management & Programs
Wayne Pickerill, Airport Development Supervisor
Robert L. Trabert, Chief Legal Counsel
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The June Board minutes were approved as distributed.

Board Meeting. The following meeting dates were scheduled by the Board:

August 1, 1980 (confirmed)
September 15 - 18, 1980, North Idaho Board Tour
(confirmed)
October 29 - 30, 1980 - Tri-Agency Meeting at 1:30 p.m.
on the 30th (confirmed)

Since Vice Chairman Barron will be unable to attend the October Tri-Agency Meeting, the Chairman requested that the Forest Highway Board be presented to the Board at the September meeting. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS)

Proposed North Idaho Board Tour. Because the North Idaho Tour in May was aborted due to the eruption of Mt. St. Helens, the Board decided to reschedule the tour for September and postponed the East Idaho Tour until the spring. The Board asked the Board Secretary to contact railroad representatives about a possible tour stop in the Bovill area. It was also suggested that the Sandpoint Bee Editor be invited to accompany the Board on tour. (ACTION: BOARD SECRETARY)

Director's Report. Director Manning commented on the recent AASHTO Annual Meeting in Maine.

Approximately \$300,000 has been expended to date on cleanup from the Mt. St. Helens ash fallout. The Federal

July 10, 1980

Highway Administration has been determined to be the responsible agency for reimbursement. The State is currently attempting to obtain 100% federal reimbursement.

State Highway Administrator Green met with Senator Kiebert in Sandpoint on July 1 to discuss access to the Vogel property. The Department is working toward a solution to that access problem. In addition, access at the Driftwood Motel was discussed and Senator Kiebert is satisfied that it is the owner's responsibility to resolve the question.

The Board reviewed the personnel report and graph, noting that the trend line continued downward.

Legal Report. Chief Legal Counsel Trabert introduced Leonard Hill, the new attorney on the legal staff.

Mr. Trabert advised the Board that the motion for temporary injunction had been denied in the Sherokee case on the Blue Creek Bay project on Interstate 90, Project No. I-90-1(14).

Judgment in favor of the State was rendered in the Louisa Murphy inverse condemnation case in Lewiston.

Annual Report of Civil Rights Activities. The percentage of full-time minorities increased in FY80 by two employees, a .12 percent gain. Ethnic minorities currently comprise 11.76 percent of the temporary work force. This exceeds the Department's declared goal of ten percent, indicating that management and staff positively endorse the principles of equal employment opportunities.

Annual Report on Professional and General Service Contracts and Agreements. The FY80 total spent on the professional and general service contracts and agreements was \$1.2 million; a 35 percent decrease from FY79.

Traffic Signal on US-93 in Twin Falls. State Representative Noy Brackett and representatives of the Twin Falls School District were unable to meet with the Board but their request for the installation of a traffic signal on US-93, Addison Avenue, near Lincoln School in Twin Falls was considered. As a pilot program, the Board agreed to install a pedestrian-actuated signal contingent upon agreement of the School Board or City to provide an adult crossing guard during school crossing hours to operate the signal as is done in most Idaho urban areas. The Board considered an adult school guard essential to ensure safety of school children because of the tendency of grade school children to place complete trust in driver compliance with traffic signal controls. National studies have verified that such trust is misplaced because approximately ten percent of the drivers approaching signalized intersections violate the red signal

July 10, 1980

AAF122

indication. Department studies of locations in Idaho Falls and Boise indicate that the greatest reduction in vehicle speeds approaching school crossings is obtained with a crossing guard. Variable message signs were determined to be the next most effective and traffic signals the least effective in reducing speed.

The Board asked the staff to identify the specific number of crossing guards in Idaho. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Rail Rehabilitation, Project No. R.P. 30.308(P1), St. Maries-Bovill. Management Services Supervisor Sheesley reported that Potlatch Corporation purchased the portion of Milwaukee trackage from Plummer to Bovill via St. Maries and will operate it as a common carrier called the St. Maries River Railroad. Milwaukee trackage from St. Maries to Avery is also being purchased but will be operated as a private spur. Potlatch is seeking federal Local Rail Assistance funds, which are administered by ITD, for a series of rehabilitation projects between St. Maries and Bovill.

The Federal Rail Administration (FRA) requires the State to secure the investment, up to 80% of the salvage value of improvements, in case of abandonment or some other unforeseen circumstance. The pay-back period will probably be five to ten years. Although abandonment is unlikely, the Department must protect the federal investment or be liable.

The Board approved limiting the security of federal rehabilitation investments to applicable provisions of the grant agreement and OMB Circular No. A-102 (Attachment N). In addition, the Board instructed the staff to include in the agreement that rail matters be negotiated with the Transportation Department. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Rail Rehabilitation, Project No. R.P. 20.308(P-1), St. Maries to Bovill. A work plan has been developed for the railroad rehabilitation project on the St. Maries to Bovill portion of the St. Maries River Railroad. The project application will be filed with the FRA as soon as possible to obligate funds before the end of the federal fiscal year.

The Board strongly recommended that Potlatch Corporation give consideration to contract construction as an alternate to force account work. This approach would minimize ITD personnel inspection involvement and would lessen audit requirements necessary to ensure proper expenditure of federal funds.

Revenue Forecasting Contract With Data Resources, Inc. The contract total is \$13,000; \$5,000 pays ITD's share of charges for the state economic model; \$7,000 covers ITD

July 10, 1980

computing charges using Data Resources, Inc. facilities; and \$1,000 covers consulting and training by DRI.

As recommended by the Management Services Supervisor, the Board approved the FY81 contract which has systemized the forecasting process for motor fuels revenue.

Caldwell Industrial Airport, Project No. 5-SP-0045-02. Airport Development Supervisor Pickerill explained this project will provide an apron area for 16 to 20 new tiedown spots. The work is to be done by city forces, with the cost as follows:

<u>State</u>	<u>Local Force Acct.</u>	<u>Cash</u>	<u>Total</u>
\$30,000	\$24,215	\$5,785	\$60,000

As recommended by the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved the \$30,000 state grant, stipulating that it is the firm maximum for state participation and requiring a state inspector to be present on the project during the construction.

Access Exchange Deed, Project No. FAP-S-2351(6), Permit No. 2-80-042, US-26. The new owner of this parcel wishes to relocate an approach from Station 918+50 to Station 919+43.

As recommended by the Traffic Supervisor, the Board approved and signed the access exchange deed.

Corridor Location Determination, Project No. ST-4114(593), Clearwater Bridge and Approaches. The proposed alternative corridor locations and design considerations for the Clearwater River Bridge and approaches on US-12 in Lewiston were the subject of a Draft Environmental Impact Statement, a supplemental "Port Needs and Navigation Study", and an earlier public hearing. The Board, after considering the transcript and environmental studies, made the determination as shown in Exhibit C-157, which is made a part hereof with like effect.

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. DP-BR-M-7386(003) - The work consists of constructing a 287' steel and concrete bridge and approaches with grading, plant mix pavement, signals and lighting on I-15B and US-20 in Idaho Falls, Broadway Bridge, in Bonneville County; federal and state financed project. The contract was awarded to Idaho Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$2,004,308.83.

Project No. Bldg. Nos. 6111 and 6112 - The work consists of constructing a 141' x 44' maintenance building and

July 10, 1980

AAF122

an 82' x 59' prefab type metal sand storage building at Ashton in Fremont County; state financed project. The contract was awarded to HISAW Construction, Burley, Idaho, the low bidder in the amount of \$230,273.00.

Project No. F-3341(3) - The work consists of reconditioning the existing subgrade and placing a plant mix pavement on 9.254 miles of US-20, Tollgate North and South in Elmore County; federal and state financed project. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder in the amount of \$850,925.60.

Project No. Stockpile Nos. 2610, 2619, 2620, 2621 and 2623 - The work consists of furnishing aggregate for cover coat material and screening in stockpile in the vicinity of Hansen Bridge, Hazelton, Eden, Jerome and Marley in Jerome and Lincoln counties; state financed project. The contract was awarded to Sluder Construction, Bellevue, Idaho, the low bidder in the amount of \$123,610.00.

Project No. STM-2864(530) and Stockpile No. 2622 - The work consists of seal coating 7.260 miles of FAS-2864, SH-24 and SH-25, Rupert - Declo I.C., and furnishing cover coat material in stockpile at M.P. 37.4 and M.P. 25.0 on SH-24 in Minidoka County; state financed project. The contract was awarded to Kloefer, Inc., Paul, Idaho, the low bidder in the amount of \$122,608.80.

Project No. STS-2392(559) - The work consists of extending the existing structure and placing a riprap at M.P. 128.12 of SH-75, Trail Creek, in Blaine County; state financed project. The contract was awarded to Larry Clark Construction, Idaho Falls, Idaho, the low bidder in the amount of \$42,902.20.

Project No. Stockpile Nos. 1623, 1627, 1639 and 1640 - The work consists of furnishing cover coat material, anti-skid material and 1/2" aggregate for road mix pavement in stockpiles in the vicinity of Buist Junction, American Falls, Bannock Creek and Landing in Oneida and Power counties; state financed project. The contract was awarded to Kloefer, Inc., Paul, Idaho, the low bidder in the amount of \$113,150.00.

Project No. STM-4114(602) and Stockpile Nos. 4623 and 4627 - The work consists of seal coating 15.72 miles of US-95 between M.P. 346 and M.P. 361.72, Moscow - Potlatch, also for the work of furnishing aggregate for anti-skid, road mix and cover coat material in stockpiles at the Moscow Maintenance Yard and Potlatch Maintenance Yard in Latah County; state financed project. The contract was awarded to Eucon Corporation, Pasco, Washington, the low bidder in the amount of \$250,581.00.

Project No. I-90-1(134)21 - The work consists of constructing the roadway and transition section, plant mix

July 10, 1980

pavement and median barrier on 0.925 mile of Interstate 90, Blue Creek Bay to Junction SH-97 in Kootenai County; federal and state financed project. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder in the amount of \$2,059,061.56.

Project Nos. STM-5152(55), STM-5152(549) and STM-5708(503) - The work consists of seal coating 6.37 miles (M.P. 95.738 to M.P. 102.10) of SH-3, 15.58 miles (M.P. 102.10 to M.P. 117.58) of SH-3, and 15.20 miles (M.P. 0.00 to M.P. 1.10, M.P. 3.50 to M.P. 4.94 and M.P. 6.48 to M.P. 19.14) of SH-5 in Kootenai and Benewah counties; state financed project. The contract was awarded to Standard Asphalt Paving Company, Spokane, Washington, the low bidder in the amount of \$106,824.00.

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings:

Key No. 2480	Moscow Interim Couplet
Project No. M-7644(001)	Paving, Illumination, Pavement Marking and Drainage Structures
FAM-7644	(Advertising Date: 7/21/80)
Project Length 0.5 Mile One-Way	(Bid Opening Date: 8/12/80)
 Key No. 244	 Yellowstone, Cliff Street -
Project No. HES-6501(22)	Lomax (Idaho Falls)
US-26	Update Traffic Signals and Illumination
Project Length 0.77 Mile	(Advertising Date: 7/21/80)
	(Bid Opening Date: 8/12/80)

Sign Status Report. The Board reviewed the sign status report for April, May and June of 1980 as prepared by the Right-of-Way Section.

Clear Title to Miscellaneous Property in Payette County, US-95. A 1916 easement deed presents a cloud on the title of the existing property owner. In order to clear the title, the Board concurred in the Right-of-Way Supervisor's recommendation and executed a quitclaim deed in favor of Roger Lincoln.

Exchange of Real Property, Project No. S-4769(1), Parcel No. 5-R, SH-3. The City of Kendrick wishes to drill a well on this site for an additional water source. The present holder of the fee interest in the property is willing to cooperate with the city in their endeavor. To clear the state's interest, the Board concurred in the Right-of-Way Supervisor's recommendation and executed a quitclaim deed in favor of the City of Kendrick.

Release of State Interest, Project No. FAP-108-A, I-15W-5(10)119, I-15W and US-30. As recommended by the

July 10, 1980

AAF122


Right-of-Way Supervisor the Board executed a quitclaim deed in favor of Riviera Farms.

Settlement in Excess of \$80,000, Project No. ST-2391(552), Parcel No. 31, North Five Point - Perrine Bridge. The Board concurred in the Right-of-Way Supervisor's recommendation to purchase the entirety of the ownership of Edward E. Bishop at \$100,000.

Authority to Initiate Condemnation Proceedings. The Board signed the order of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
ST-2391(552)	15	Glenn E. Trail	US-93
ST-2391(552)	79 & 79-1	Weston Motels	US-93
ST-2391(552)	39	George M. McMillan	US-93
ST-2391(552)	75-1	James J. Lynch (Conoco Service Station)	US-93
ST-2391(552)	85	Price Rentals, Inc.	US-93
I-80N-1(67)27	69	Douglas L. Mann	I-84

WHEREUPON the Board adjourned at 3:30 p.m.


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 August , 1980
 Boise, Idaho

July 10, 1980

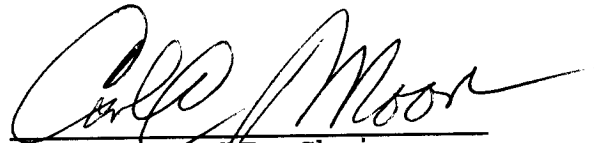
SUPPLEMENT TO THE JULY 1980
MEETING OF THE IDAHO TRANSPORTATION BOARD

July 16, 1980

Through telephone contact with Chairman Moore and Vice Chairman Barron, the Right-of-Way Supervisor obtained approval of the following:

Approval of settlement with Pierson Parcel No. 67
and Waner Parcel No. 108 on Project I-80N-1(67)27
Caldwell Section.

The Board members concurred in the recommended settlement of the two parcels at \$108,000 each.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
August 1, 1980
Boise, Idaho

July 16, 1980

AAF122

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

FRIDAY, AUGUST 1, 1980

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho on Friday, August 1, 1980. The following items were discussed and acted upon, then and later. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics & Public Transportation
Administrator
Richard C. Cowdery, Division Administrator - Federal
Highway Administration

Board Minutes. The July Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

September 15-18, 1980 - North Idaho Board Tour (confirmed)
October 29-30, 1980 - Tri-Agency Meeting at 1:30 p.m. on
the 30th (confirmed)

FY'81 Highway Safety Plan. Highway Safety Manager Bill Miller outlined the FY'81 highway safety plan as recommended by the Idaho Traffic Safety Commission. The Board asked for a detailed breakdown of police traffic services, identifying Department of Law Enforcement's priorities. (ACTION: HIGHWAY SAFETY MANAGER)

Mr. Cowdery agreed with the recommendation to perform a diagnostic review team analysis on US-12.

Proposed Revisions to the State Highway System in Ada County, US-20-26 and SH-21. The Board approved the proposed revisions at the June Board meeting. However, it was brought to the staff's attention that the advertisement for the public hearing was not printed in the newspaper. As per legal advice and pursuant to Section 40-121, Idaho Code, the notice for public hearing was resubmitted to the Idaho Statesman, advertising a new hearing on August 1, 1980. The Board re-approved the proposed revisions to the state highway system. Their decision is as shown in Exhibit B-211 which is made a part hereof with like effect.

August 1, 1980

Idaho Falls Municipal Airport, Project No. 6-16-0018-05.
The proposed project would include an update of the existing master plan, land acquisition, expansion of the general aviation tiedown/hanger area, rebuild the access road to the fuel farm, and complete construction of Olympia Avenue. The cost summary is as follows:

<u>Federal</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$427,850	\$34,825	\$34,825	\$497,500

Upon the recommendation of the Aeronautics & Public Transportation Advisory Board, the Transportation Board allocated up to \$35,000 for this project.

Mr. Stroschein requested a breakdown of land acquisition costs. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR)

Twin Falls City-County Airport, Project No. 6-16-0036-10.
This project is a continuation of the phased construction of the runway extension including site grading for the relocation of the ILS localizer and construction of an access road. Costs are as follows:

<u>Federal</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$30,775	\$1,710	\$1,710	\$34,195

The Board, as recommended by the Aeronautics & Public Transportation Advisory Board, allocated up to \$1,800 for this project.

Elderly and Handicapped Transportation Equipment.
Aeronautics & Public Transportation Administrator Rauscher distributed a list of 16(b)(2) vehicles in operation and proposed for purchase as of August 1, 1980.

Non-Urbanized Area Public Transportation Program. Mr. Rauscher distributed a list of Section 18 grantees showing the FY'80 authorized project budget and a list of the Section 18 applications received for 1981 totalling \$2,830,295.

The Board asked to be advised of all public transportation meetings with local officials. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR)

State Highway Administrator's Report. Mr. Green indicated that the Wallace location hearing will be held before mid-October.

Mr. Green reported that the Districts show a total number of 15 adult crossing guards in the state; two in

August 1, 1980

AAF122

District 1, 11 in District 3, and two in District 6. Chairman Moore questioned that there were none shown for District 4. More accurate information on adult crossing guards including those on off-system was requested. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Bonner County Commission Klatt has been informed of funding possibilities for the Dufort Road.

The accident on the Interstate near Mountain Home involving the Garrett triple truck trailer combination was discussed. The Department's signing and flagging were according to published standards.

Mr. Green reported on the temporary closure of the Dike Road in Lewiston due to a break in Potlatch's waste disposal line.

The rough railroad crossing reported by Chairman Moore near New Meadows was inspected and will be patched. Mr. Green reported that the rail line in that particular area has been abandoned.

Mr. Barron asked for an evaluation of a free right turn off US-93 onto Pole Line Road in Twin Falls. (ACTION: DISTRICT 2 ENGINEER)

Short's Funeral Chapel, Moscow Couplet. In response to the Board's inquiry, the Chief Legal Counsel determined that the effect of the interim couplet in Moscow on the operation of Short's Funeral Chapel would not constitute a legal taking of any property or property right and would not, therefore, entitle the property owner to compensation.

The Board reaffirmed its decision to purchase Short's Funeral Chapel under the advance acquisition procedure if the purchase price of the property could be mutually agreed to. If not, the Board would not order condemnation of the property or a payment for possession of the property at this time.

1980-81 Winter Maintenance Standards. After reviewing last winter's accident data, Maintenance Supervisor Nielsen recommended changes in maintenance standards approved in April. The Board approved the recommended changes as presented.

Engineering Agreement E-114, Project No. I-84-1(1)49, Locational Design Study of Interchanges in the Boise Area. The consultant selection committee reviewed the eleven proposals submitted and interviewed three firms. As recommended by E&CP Supervisor Pline, the Board approved the firm of Henningson, Durham and Richardson for an estimated fee of \$340,537.43, which includes \$28,935.79 profit.

August 1, 1980

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. ST-7063(508) - The work consists of constructing a plant mix pavement overlay on 23rd Street (SH-44) between State Street and Fairview Avenue in Ada County; state financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$32,313.90.

Project No. STM-3291(550) and Stockpile No. 3591 - The work consists of seal coating 13.10 miles of SH-21 (M.P. 72.405 to M.P. 85.505) Lowman East and producing cover coat material, 1/2" aggregate for road mix and sanding material in stockpiles at Lowman and Boise County; state financed project. The contract was awarded to Quinn Robbins Company, Boise, Idaho, the low bidder in the amount of \$226,958.90.

Project No. ST-3853(503) - The work consists of placing a stress absorbing membrane interlayer and a plant mix overlay on Highway 95 from 3rd Avenue South (M.P. 1.239) to 3rd Avenue North (M.P. 1.710) in Payette in Payette County; state financed project. The contract was awarded to Ontario Asphalt and Concrete Company, Ontario, Oregon, the low bidder in the amount of \$69,948.50.

Project No. STM-5121(557) - The work consists of seal coating 16.0 miles of US-2 from M.P. 9.73 to M.P. 25.73, Thama - Dover, in Bonner County; state financed project. The contract was awarded to Standard Asphalt Paving Company, Spokane, Washington, the low bidder in the amount of \$48,056.00.

Project No. STM-6353(513) and Stockpile No. 6638 - The work consists of seal coating 9.7 miles of US-93, Dickey - North Willow Creek, M.P. 131.3 to M.P. 141.0 and producing cover coat material, 1/2" aggregate for road mix material and sanding material at the North Willow Creek Summit stockpile site, US-93 (M.P. 144.8) on Source No. CU-36 in Custer County; state financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$97,497.00.

Project No. BR-SOS-1500(4) - The work consists of constructing a 100-foot prestressed concrete bridge over Blackfoot River 10-1/2 miles north of Soda Springs on a county road in Caribou County; federal and county financed project. The contract was awarded to C. L. Heilman, Twin Falls, Idaho, the low bidder in the amount of \$125,484.00.

Project Nos. STM-15W-4(508), STM-15-1(508), STM-15-1(512) and STM-1491(527) - The work consists of applying a seal coat on approximately 9.9 miles of Interstate I-86 from Arbon I.C.

August 1, 1980

AAF122

to the junction of I-15 including the ramps and all interchanges, 7.3 miles of Interstate 15 from Merrill Road to the Portneuf River, 3.7 miles of Interstate 15 from South Pocatello I.C. to Pocatello Creek I.C., and 5.5 miles of US-91 from Downey to Virginia I.C. in Bannock and Power counties; state financed project. The contract was awarded to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder in the amount of \$139,554.56.

Project No. FR-4114(55) - The work consists of removing the existing roadway surface by cold planing and placing plant mix pavement on 1.192 miles of US-12, Lewiston Main and "D" Streets in Nez Perce County; federal, city and state financed project. The contract was awarded to Poe Asphalt Paving, Inc., Lewiston, Idaho, the only bidder in the amount of \$281,620.00.

Project Nos. STM-2740(507), STM-80N-3(513), STM-80N-3(512)156 and Stockpile 2627 - The work consists of producing cover coat material and secondary screenings in stockpile and seal coating 5.0 miles of US-30 and US-93, Filer E.C.L. - West Five Points; 16.650 miles of I-80N, Tuttle - Wendell and Wendell - Jerome; and stockpiling cover coat material east of Buhl in Twin Falls, Gooding and Jerome counties; state financed project. The contract was awarded to Winn and Company, Inc., Buhl, Idaho, the low bidder in the amount of \$235,175.14.

Project No. STS-2864(532) - The work consists of installing a traffic signal at the intersection of SH-25 and SH-27 in Paul in Minidoka County; state financed project. The contract was awarded to Bengal Electric, Inc., Pocatello, Idaho, the low bidder in the amount of \$34,968.00.

Project No. Stockpile Nos. 6642 and 6643 - The work consists of producing cover coat material type 2 and stockpiling at Source Tn-41s, also providing 1/2" aggregate for road mix pavement and anti-skid aggregate at Source Tn-41s and stockpiling at the Driggs maintenance yard; and producing cover coat material type 2 and 1/2" aggregate for road mix pavement in stockpile at Source Tn-36s in Teton County; state financed project. The contract was awarded to Boise Paving and Asphalt Company, Boise, Idaho, the low bidder in the amount of \$152,982.00.

Project No. Stockpile No. 6639 - The work consists of producing cover coat material, 1/2" aggregate for road mix pavement and sanding material at Source Cu-4 and 4-A in Custer County; state financed project. The contract was awarded to Boise Paving and Asphalt Company, Boise, Idaho, the low bidder in the amount of \$43,575.00.

Project No. Stockpile No. 6641 - The work consists of producing stockpiles of cover coat material type 2 and 1/2" aggregate for road mix pavement at Source Fr-52 in Fremont County; state financed project. The contract was awarded to

Maverick Construction Company, Burley, Idaho, the low bidder in the amount of \$37,501.00.

Project No. Stockpile No. 6640 - The work consists of producing 1/2" aggregate for road mix pavement in stockpile and cover coat material type 2 in stockpile at Source Cl-15 in Clark County; state financed project. The contract was awarded to J. K. Merrill and Sons, Inc., Pocatello, Idaho, the low bidder in the amount of \$47,149.00.

Project No. Building 3161 - The work consists of constructing a 187'4" x 50'8" metal maintenance building at Caldwell in Canyon County; state financed project. The bids were more than 10% over the engineer's estimate. The PS&E Section and District 3 recommended rejecting the low bid and readvertising the project. The Board concurred in that recommendation.

Project Nos. F-2391(34), M-7242(004), M-7152(007), M-7242(007) and PMS-S16(61) - The work consists of seal coating and applying thermoplastic pavement markings on approximately 2.955 miles of various streets in Twin Falls in Twin Falls County; federal and state financed projects. The bids were more than 5% over the engineer's estimate. After analysis of the engineer's estimate and the three low bids versus District 2's bid analysis letter, PS&E determined that the construction traffic control item was underestimated. Based on that determination the engineer's estimate was revised and the PS&E Section recommended award of the project to the low bidder. The Board concurred in that recommendation. The contract was awarded to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder in the amount of \$92,046.95.

Project Approval For Future Bid Openings. The following projects were recommended and approved for future bid openings when funds become available:

Key No. 1139
M-7963(009)
US-30
Project Length N.A.

6th St. No. & 11th Ave. No.
(Nampa)
Intersection Improvement &
Signalization
(Advertising Date: Fall 1980)

Key No. 2269
I-15-1(84)71
I-15
Project Length N.A.

Pocatello Creek I.C. (Signals)
Ramp Widening & Signals
(Advertising Date: Fall 1980)

Key No. 272
I-15W-4(43)30
I-86
Project Length 4.06 Miles

Eagle Rock-Rockland Jct.
Gr., Dr., Strs.
(Advertising Date: Fall 1980)

August 1, 1980

AAF122

Key No. 1518
FR-6471(88)
US-20
Project Length 10.000 Mile

Last Chance N & S
Scrub Coat, Membrane, Plant
Mix & Seal Coat
(Advertising Date: Fall 1980)

Key No. 2381
HES-3291(23)
SH-21
Project Length 3.034 Miles

Discovery Park-Hill Top
Spot Improvements
(Advertising Date: Fall 1980)

Key No. 2209
SR-RRS-6765(4)
SH-33
Project Length 7.100 Miles

Sage Jct., East
Scrub Coat, Plant Mix Pavement, Seal, Widening,
Slope Work
(Advertising Date: Fall 1980)

Key No. 134
RS-3712(5)
SH-19
Project Length 1.56 Miles

Simplot-Caldwell W.C.L.
Gr., Dr., Bs., Pmx, C&G
(Advertising Date: Fall 1980)

Key No. 569
RS-2751(3)
SH-79
Project Length 1.76 Miles
Companion to M-8072(002)

Jerome South
Gr., Dr., Bs., Pmx., C&G
(Advertising Date: Fall 1980)

Key No. 2496
M-8072(002)
SH-79
Project Length 0.14 Mile
Companion to RS-2751(3)

Ave. I to Ave. H (Jerome)
Gr., Dr., Bs., Pmx., C&G
(Advertising Date: Fall 1980)

Key No. 136
M-7823(001)
SH-19
Project Length 0.98 Mile

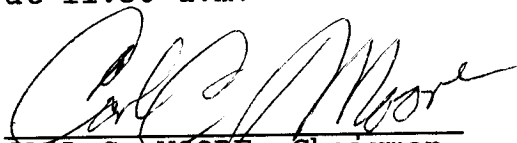
Cleveland Blvd.-Caldwell W.C.L.
Gr., Dr., Bs., Pmx., C&G
(Advertising Date: Fall 1980)

Authority to Initiate Condemnation Proceedings. The Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
I-80N-1(67)27	68	Harold E. Young	I-84
ST-2391(552)	78	R. R. Harvey	US-93
I-15W-4(21)97	3	Emanuel Perman	I-86
LSI-15W-4(4)	9	Emanuel Perman	I-86
HHS-7963(008)	3	Melvin C. Platt	US-30
Key 1138			
HHS-7963(008)	3-1	Idaho Power Co. &	US-30
Key 1138		Melvin C. Platt	

August 1, 1980

WHEREUPON the Board adjourned at 11:30 a.m.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
September 15, 1980
Boise, Idaho

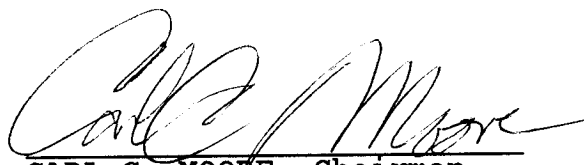
SUPPLEMENT TO THE AUGUST 1980
MEETING OF THE IDAHO TRANSPORTATION BOARD

August 27, 1980

Through telephone contact with Chairman Moore, Vice Chairman Barron and Member Stroschein, the Right-of-Way Supervisor obtained approval of the following:

Approval to negotiate settlement with McVay, et al,
Parcel No. 2, Project I-90-1(55)26 - Reserve Creek
- Rose Lake I.C.

The Board members concurred in the recommendation to acquire the entire 150± acres at a value of \$128,000.



CARL C. MOORE, Chairman

Read and Approved
September 15, 1980
Boise, Idaho

August 1, 1980

AAF122

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD AND
TOUR OF NORTHERN IDAHO

SEPTEMBER 15 - 18, 1980

The Idaho Transportation Board met in regular session in the Aeronautics & Public Transportation Division Office, Boise, Idaho, on Monday, September 15, 1980. The following items were discussed and acted upon then and later. The following people were present on the tour of northern Idaho:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Mary F. Brooks, Board Secretary
Darrell V Manning, Director
G. K. Green, State Highway Administrator
Robert L. Trabert, Chief Legal Counsel
James H. Clayton, District 4 Engineer
E. M. Harding, District 5 Engineer
Richard C. Cowdery, Division Administrator - Federal
Highway Administration
Roger Scott - Federal Highway Administration Region 10
Office

Board Minutes. The August Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

October 29-30, 1980 - Tri-Agency Meeting at 1:30 p.m.
on the 30th (confirmed)
November 24-25, 1980 (tentative)

Director's Report. The Legislative audit has been reviewed by the Department staff and a close-out conference will be attended this week by Chief of Management and Programs Dean Tisdale.

A highway public relations program has been suggested by George Cook and Mark Gibson to put forth the needs of the highway program to the citizens of the State of Idaho.

The Governor's Office has established a Capital-for-a-Day Program where the Governor and staff meet with officials in specified counties to discuss local concerns. The Highway District Engineers will attend these meetings.

Director Manning spoke at the Public Transportation Conference in Moscow on August 21.

September 15, 1980

Director Manning met with the new FAA Regional Administrator Chuck Foster on August 26. They discussed nav aids at aviation facilities in the Northwest and Idaho.

A delegation from Idaho Falls met with the Director on August 28 to discuss adding the Bone Road to the State Highway System. They were told the possibility of funding for the Bone Road looks better on the local system rather than on the State Highway System.

A summary of funding options to be presented to the 1981 Idaho Legislature were reviewed. Specific tax increases were identified.

A status report of the access complaint by Ed Heaney on State Highway 39 showed that fair treatment was administered by the District.

A Blaine County Commissioner has requested support from the Board on a referendum ballot in Blaine County concerning a four-lane facility between Ketchum and Hailey. The Board determined that funding for such a project could not be made available in the foreseeable future and therefore declined to reopen any consideration of a four-lane facility. The Director will indicate to the Commissioners that the Board has concluded their study with a "no build" alternative.

The Board took note of the out-of-state travel report for August 1980.

Regulation 5-912.2, Implements of Husbandry Exempt From Width Limitations on Non-Interstate Routes and Regulation 5-931.7, Overwidth Permits for Implements of Husbandry. The regulations were approved and adopted by the Board as emergency regulations during an emergency period when a public hearing was held pursuant to the Administrative Procedures Act.

As recommended by the Chief Legal Counsel, the Board officially adopted the permit regulations 5-912.2 and 5-931.7.

Sign and Encroachment by Victor E. Walters, dba Riverside Professional Center, Orofino, US-12. The sign identifying the Riverside Professional Center in Orofino is within the right-of-way of US-12 and was ordered removed. The District is agreeable to placing the sign inside the twenty-foot setback.

As recommended by Legal Counsel, the Board authorized the District Engineer to issue an encroachment permit for a five-foot encroachment into the twenty-foot setback area of US-12.

Evaluations of RFP's for Auctioneering Services. An evaluation team reviewed six responses from vendors. After reviewing the bids, approximate cost and points awarded by the

September 15, 1980

AAF122

evaluation team, the Board approved awarding the contract to Auction West of Lewiston, Idaho.

NAACP Contract Extension. An extension in time and additional money is needed to continue the support to the NAACP, Boise Branch, to provide supportive services in connection with approved on-the-job training programs for highway construction workers. This is a 100% federally funded program.

The Board approved the NAACP contract extension to July 1, 1981 and additional funding in the amount of \$6,000 to the original contract FC # 80-020. The approved funding is available under Project EEO-110-13 as authorized by FHWA Notice N 5180.15 dated March 12, 1980.

Ground Breaking Ceremony, St. Maries River Railroad Project. The first project in Idaho under the Local Rail Services Assistance Program involves the rehabilitation of a portion of the St. Maries River Railroad from St. Maries to Bovill.

The Board concurred in the Management Services Supervisor's recommendation that publicity include a ground breaking ceremony and press release. (ACTION: DISTRICT 4 ENGINEER and RAIL PLANNER)

Proposed Study of Kokanee Spawn and Hatch In Coeur d'Alene Lake, Project No. I-90-1(134)21, I-90. District 5 and the E&CP Section have a study of the Ph of lake water in Coeur d'Alene Lake in connection with the ongoing project. The Idaho Fish & Game Department and the University of Idaho have been studying the spawning of Kokanee in the same area. It has been determined that since the fill was placed in the lake, it has been used as a major spawning area. The University of Idaho proposes to attempt to tie the Fish & Game Department work and the Transportation Department's water results into a study of Kokanee spawn and hatch.

The Board agreed with the Research Supervisor and accepted the University of Idaho's proposal in the amount of \$22,000, and approved financing the study with Interstate funding.

Six-Year Forest Highway Program. Copies of the color-coded revised Forest Highway program as submitted by the FHWA were distributed and reviewed. The program will be discussed in depth at the Tri-Agency Meeting in October.

Idaho Falls Airport, Project No. 6-16-0018-05. As requested by Member Stroschein at the August meeting, the Aeronautics Division prepared a breakdown of land acquisition costs associated with the Idaho Falls Airport project. The Board was given this information.

Coeur d'Alene Kootenai County Airport, Project No. A-16-0010-02. The proposed project will accomplish a comprehensive update of the existing master plan. The cost summary is as follows:

<u>Local</u>	<u>State</u>	<u>Federal</u>	<u>Total</u>
\$1,500	\$1,500	\$27,000	\$30,000

As recommended by the Aeronautics & Public Transportation Advisory Board, the Transportation Board allocated up to \$1,500 for the project.

Grangeville, Idaho County Airport, Project No. 5-SP-0015-03. This application will cover project costs for construction of the access road to the fuel farm and the new fix-based operator facility. Costs are as follows:

<u>Local</u>	<u>State</u>	<u>Total</u>
\$10,435	\$10,435	\$20,870

Upon the recommendation of the Advisory Board the Board allocated up to \$10,500 for this project.

Traffic Counter Demonstration Project. The State of Oregon is acting as lead agency on this three-state project to purchase and demonstrate the usefulness of aircraft activity counters. The Idaho portion of the project will be to purchase five counters to be deployed during the twelve-month demonstration at Hailey, Coeur d'Alene, McCall, Salmon, with one standby unit.

The cost of the Idaho portion of the project is to be shared by the Pacific Northwest Regional Commission (PNRC), Federal Aviation Administration (FAA) and the State. The shared costs are as follows:

<u>PNRC</u>	<u>Federal</u>	<u>State</u>	<u>Total</u>
\$17,000	\$8,775	\$7,500	\$33,275

As recommended by the Advisory Board, the Board approved the project and authorized proceeding with a request for budget modification to cover non-cognizable federal funds.

Blackfoot, McCarley Field, Project No. 5-SP-0002-01. The Division received a request for an airport rotating beacon, ten sets of tiedowns and spare runway lighting fixtures.

As recommended by the Advisory Board, the Board allocated up to \$592 to be distributed as follows:

September 15, 1980

AAF122

1. \$462.50 for half the beacon and installation cost,
2. Ten sets of tiedowns at \$12.50 each, and
3. Spare LIRL instrument runway light fixtures for conversion cost of \$4.50.

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. F-5115(11) - The work consists of removal or disposal of buildings located south of Coeur d'Alene along US-95 in Kootenai County; state financed project. The three bids received were considerably in excess of the engineer's estimate. The District would like to secure the buildings to prevent vandalism and the creation of an attractive nuisance, and dispose of the buildings at a later date. The Board agreed with the State Highway Administrator's recommendation to reject the bids.

Project Stockpile Number 3588 - The work consists of furnishing road mix aggregate, cover coat, and sanding material in Stockpile Karcher, in Canyon County; state financed project. The contract was awarded to Quinn Robbins Company, Inc., Boise, Idaho, the low bidder in the amount of \$62,432.00.

Project STM-15-3(511)111 - The work consists of seal coating 7.56 miles of the northbound and southbound lanes of I-15 from M.P. 111.85 to M.P. 119.41, Bingham County Line North in Bonneville County; state financed project. The contract was awarded to Robert V. Burggraff Company, Idaho Falls, Idaho, the low bidder in the amount of \$98,518.50.

Project No. STM-15-3(507)150 - The work consists of seal coating 20.5 miles of the northbound lanes of I-15 from M.P. 143.2 to M.P. 163.7, Sage Junction to Dubois in Jefferson and Clark Counties; state financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$93,775.00.

Project Building No. 3161 - The work consists of constructing a 187'4" x 50'8" metal maintenance building at Caldwell in Canyon County; state financed project. The contract was awarded to KBC Builders, Boise, Idaho, the low bidder in the amount of \$276,500.00.

Project Stockpile Numbers 5631, 5639 and 5642 - The work consists of producing cover coat material type 2 and 1/2" road mix aggregate in stockpiles at Spirit Lake (M.P. 18.64, SH-41), Priest River (M.P. 1.3, SH-57) and Coeur d'Alene (M.P. 11.3, I-90) in Bonner and Kootenai Counties; state financed project. The contract was awarded to Eucon Corporation, Pasco, Washington, the low bidder in the amount of \$149,900.00.

Quitclaim of Depleted Portion of Materials Source, Project No. Cs-123, Raft River, I-86. The Board concurred in the Right-of-Way Supervisor's recommendation to release the depleted portion of Cs-123 and executed a quitclaim deed in favor of Adelle Toevs Brown.

State Highway Administrator's Report. State Highway Administrator Green reported that Power County has requested assistance with maintenance on the I-86 frontage road. The Board indicated it would not be receptive to providing either assistance with maintenance or equipment.

There are seventeen school crossing guards in the State on both the state highway system and off-system.

The Division is soliciting design proposals for an alternate steel bridge in Bonners Ferry. If the design appears competitive and economic savings can result, bids will be asked on both designs.

December 3, 1980 has been tentatively set for the public hearing in Wallace on I-90, Project No. I-IG-90-1(47)61.

State Highway Administrator Green asked if the Board desired a policy on memorials. The Board preferred to continue with the informal procedure.

Present estimates for a bypass of Twin Falls amount to \$8 million. It was determined that any extensive study of the bypass of the city was not feasible at this time due to costs.

TUESDAY, SEPTEMBER 16, 1980

The Board tour of north Idaho officially began in Coeur d'Alene on Tuesday, September 16, 1980. The Board travelled north on US-95 and stopped at Bonners Ferry for coffee.

Delegation - Bonners Ferry. The Board met with a delegation of officials who discussed local projects including the Bonners Ferry bridge, and the proposed project from Cope-land to Eastport. State and federal funding difficulties were explained by Chairman Moore.

The tour departed Bonners Ferry north on US-95, into British Columbia on SH-1, returning to Coeur d'Alene via US-95.

September 16, 1980

AAF122

WEDNESDAY, SEPTEMBER 17, 1980

The tour group departed north on US-95 to Sandpoint where they met with a delegation of local officials.

Delegation - Sandpoint. Mayor Cupan expressed the community's desire to improve State Highway 200 from Pine Street to the city limits, widening to three lanes with an eventual expansion to five lanes. A relocation of the Spokane International Railroad would be necessary to accommodate that project. Chairman Moore suggested contacting the railroad to discuss the possibility of a joint use agreement with existing rail lines. He indicated the Department was supportive of their efforts and would give them all the help possible.

The Board continued the tour to Hope via Schweitzer Basin and the Montana Line.

After lunch the group travelled US-2 to Priest River, then north on SH-57 over the new Forest Highway project. The tour then continued south from Oldtown on SH-41 into Coeur d'Alene.

THURSDAY, SEPTEMBER 18, 1980

The tour group travelled east on Interstate 90 stopping to view damage to the Cataldo Overpass sustained two days earlier by an over-height vehicle. The group continued on to the Montana Line on Interstate 90, returning to the junction of SH-3 where they travelled south to Moscow via SH-3, SH-6, and US-95. The tour officially ended in Lewiston on Thursday afternoon.

WHEREUPON the Board meeting and tour adjourned Thursday, September 18, 1980.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
Boise, Idaho
October 29, 1980

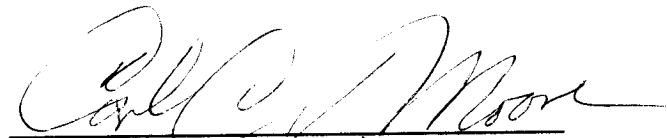
September 18, 1980

SUPPLEMENT TO THE SEPTEMBER 1980 MEETING OF THE
IDAHO TRANSPORTATION BOARD
OCTOBER 15, 1980

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on October 15, 1980 the Chief of Highway Development obtained approval to advertise the following project:

Key No. 2542
F-3112(48)
US-30N
Project Length N.A.

Snake River Bridge at Weiser
Rem. obstructions and repairing
scour damage to Piers No. 1 & 2
(Advertising Date: 10-16-80)
(Opening Date: 10-30-80)



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 29, 1980
Boise, Idaho

SUPPLEMENT TO THE SEPTEMBER 1980 MEETING OF THE
IDAHO TRANSPORTATION BOARD
OCTOBER 15, 1980

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on October 15, 1980 the Chief of Highway Development obtained approval of the following Agreement:

Key No. 1689
BR-5116(43)
Bonners Ferry Bridge
Preliminary Design
of a Steel
Structure

Engineering Agreement E-115
T.Y. Lin International
Total Cost: \$72,992.00
Completion Date: 92 Calendar
Days



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 29, 1980
Boise, Idaho

OCTOBER 15, 1980

AAF122

SUPPLEMENT TO THE SEPTEMBER, 1980 MEETING
OF THE IDAHO TRANSPORTATION BOARD
OCTOBER 20, 1980

Through telephone contact with Board Chairman Moore and with Vice Chairman Barron, the Right-of-Way Supervisor obtained approved of the following:

Approval of Settlement with Jackson Oil Company,
Parcel No. 40, Project I-80N-1(67)27, Caldwell
Section.

The Board members concurred in the recommended settlement of \$130,000 on a total buyout basis.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
October 29, 1980
Boise, Idaho

SUPPLEMENT TO THE SEPTEMBER 1980 MEETING OF THE
IDAHO TRANSPORTATION BOARD
October 20, 1980

Through telephone contact with Board Chairman Carl C. Moore and Member Roy I. Stroschein on October 20, 1980, the Chief of Highway Development obtained approval to advertise the following project:

Key No. 269
I-15W-4(40)19
I-86
Project Length 3.714 Miles

Coldwater Hill-Fall Creek
Gr., Dr., Bs., ATB, FTG Rd.
Surf. & Strs.
(Advertising Date: 10-22-80)
(Opening Date: 11-18-80)



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 29, 1980
Boise, Idaho

OCTOBER 20, 1980

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD
AND TRI-AGENCY MEETING

OCTOBER 29-30, 1980

The Idaho Transportation Board met in regular session in the Transportation Building at 9:00 a.m. on Wednesday, October 29, 1980. The following people were present:

Carl C. Moore, Chairman - District 3
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation
Administrator
Robert L. Trabert, Chief Legal Counsel
E. D. Tisdale, Chief of Management & Programs
Richard C. Cowdery, Division Administrator - Federal
Highway Administration

Board Minutes. The September Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

November 24-25, 1980 (confirmed)
December 11-12, 1980 (tentative)

Director's Report. The Governor's Capital-for-a-Day meetings were held in Custer County on September 30 and in Clearwater County on October 9 and 10. The Director will attend the Benewah County meeting on October 31.

The proposed 1981 legislation includes amendments to public hearing procedures for location systems actions, establishment of an Interdepartmental Equipment Revolving Fund, ITD recodification, increased fines and penalties relating to truckers reporting and remitting fees and overweight vehicle fines, and several proposals to increase highway user revenue. The Board acknowledged that proposed legislation concerning overweight vehicle fines was the responsibility of the Department of Law Enforcement.

The Director reviewed the highway user revenue projections, out-of-state travel, and the manpower report for September 1980.

Safety Recommendations for US-12. Highway Safety Manager Miller described the diagnostic review of U.S. Highway 12 made by team members from Idaho State Police, Fish and Game, Division of Highways, Federal Highway Administration, and the Idaho

October 29, 1980

AAF122

Transportation Department. The team traveled from Lewiston to the Montana line observing and discussing relevant accident data. After determining accident causes the team agreed upon counter-measures that would reduce accidents. The recommendations focused mainly on truck accidents which were significantly over-represented on US-12. The Board deferred action until the following day to allow time to review the agencies' recommendations.

The Board asked the Highway Safety Office to obtain from the Department of Fish and Game the game loss count on routes other than US-12. (ACTION: HIGHWAY SAFETY MANAGER)

Administrative Appeal of Young Electric Sign Company. The Department denied applications from YESCO to erect signs within negative easements along Interstate 90. YESCO appealed and the matter was submitted to the Board's Hearing Officer upon a stipulated set of facts. The Hearing Officer submitted his decision upholding the Department's action.

Delegation - Young Electric Sign Company. Randall C. Fredricks, attorney for Young Electric Sign Company, requested the Board to reject the proposed findings of the Hearing Officer, and allow the signs to be erected. He argued that there are no evidentiary facts to support the Hearing Officer's official notice that the Department legally acquired the objected-to negative easement as a part of the Interstate 90 program and that such were for highway purposes. He further stipulated the acquisition of the negative easements were invalid and void.

Alvin R. Lundgren, Manager of Outdoor Advertising for YESCO in Salt Lake City, Utah, offered to lease the right to erect signs on the negative easement. The Board took the matter under advisement. After consideration, The Board agreed with the Hearing Officer's decision, and signed the order prohibiting all advertising signs, displays and devices within the negative easement on Interstate 90 at M.P. 6.35, 6.5 and 10.7. A copy of that order is as shown in Exhibit C-159 which is made a part hereof with like effect.

Delegation - Jefferson County Commissioners. The Commissioners urged the Board to accelerate the Montevue Road Project which is scheduled in the FY82 Secondary Program. The Board agreed with the necessity for early repair of the road but the critical funding picture at this time precludes moving the project ahead. If the funding situation should change, the Board would reconsider the status of all projects.

Aeronautics and Public Transportation Administrator's Report. The Stanharrah Corporation will close the Stanley airport, a public use privately-owned airport, on November 1, 1980. The Division is in no financial position to purchase the airport and no other buyer has been found. The Division has applied to

October 29, 1980

the FAA to reopen the Cape Horn airport sixteen miles north to allow air access to that area.

Existing Powerlines, Imnaha-Divide Creek No. 909, Catenary No. 30. Idaho Power asked for a waiver of Regulation No. 5 to allow present markings on the existing powerlines to stand. Although Washington Water Power is responsible for marking the lines, they belong to Idaho Power.

As recommended by the Advisory Board, the Transportation Board granted the waiver to Idaho Power.

Relinquishment of Portion of US-20, Project No. ER-6471(79) and ER-S-6471(80). As a result of construction of 3.2 miles of US-20 from Salem Road to north of Sugar, relinquishment of 0.72 mile of former US-20 will be made to Madison County.

As recommended by Management Services Supervisor Sheesley, the Board concurred and signed the Official Minute, Exhibit B-212, which is made a part hereof with like effect.

Ridesharing Program. It is proposed to fund a Ridesharing Program using Urban "D" funds to cover the federal share of administrative costs. The funds would be earmarked for the Ridesharing Program prior to any allocation of money to local city jurisdictions.

The Ada County Highway District Board of Commissioners agreed to relinquish its carpool staff (2 people) and equipment (11 vans) on legislative approval of the budget. Those two positions would be added to the Department's complement. From the combined complements of Ridesharing and Public Transportation, a Section Supervisor would be selected to oversee both activities. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

The Board approved the proposal and left staffing authority with the Director.

State Highway Administrator's Report. Mr. Green discussed recent reorganization within the Division: Operations Management Systems and Engineering Systems will be combined under the Chief of Highway Operations; Plans, Specifications and Estimates and the Construction Section will be combined under the Chief of Highway Operations; and Roadway Design and the Environmental and Corridor Planning Section will be combined under the direction of the Chief of Highway Development.

District Engineers met in Boise on October 21-23 to discuss the Department's meritorious increase policy, highway funding, and the pavement management system.

Access Exchange Deed, Project No. F-2353(2), Permit No. 6-79-060, US-93 Northwest of Arco. The property owner wishes

October 29, 1980

AAF122

to exchange an existing 20-foot farm and residential approach at Station 90+00 Lt. for a 20-foot residential approach at Station 102+39 Lt.

As recommended by Traffic Supervisor Meyer, the Board approved and signed the access exchange deed.

Extra-Length Operation on US-2 and US-95, Bonners Ferry to the Montana Line. Improvement to the grade alignment and width, and to the intersection and turn at the south approach to the Bonners Ferry - Kootenai River Bridge on US-95 make it possible to consider this section for extra-length operation. A truck escape ramp is also available on the grade.

The Board approved operation of 85-foot combinations on the proposed route effective November 1, 1980.

Location Public Hearing, Project No. I-90-1(115)60, West Wallace -East Wallace. The hearing has been scheduled for December 3, 1980 at the Elks Lodge in Wallace.

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings:

Key No. 606
BR-F-6501(13)
US-26
Project Length 783 Feet
Companion to Project
F-6501(13)

Swan Valley Bridge
Gr., Dr., Bs., Surf. & Strs.
(Advertising Date: Before
12/31/80)

Key No. 2451
F-6501(13)
US-26
Project Length 1.06 Miles
Companion to Project
BR-F-6501(13)

Swan Valley Br. Apprs.
Gr., Dr., Bs., Surf., Signing
(Advertising Date: Before
12/31/80)

Key No. 500
I-80N-1(76)27
I-84
Project Length 1.92 Miles

Caldwell Section Phase II
Frontage Roads 5, 6 and Ramps
(Advertising Date: 11/3/80)
(Bid Opening Date: 12/2/80)

Key No. 421
IR-80N-3(67)207
I84
Project Length 9.25 Miles

SH-27 - Salt Lake I.C.
Plant Mix Seal
(Advertising Date: 11/20/80
Approximately)

Key No. 90
HES-5116(41)
US-95
Project Length 0.210 Mile

Hayden Ave. & US-95 - Coeur
d'Alene
Traffic Signals & Plant Mix
Overlay & Widening
(Advertising Date: 11/4/80
Approximately)

October 29, 1980

Key No. 1139
M-7963(009)
US-30
Project Length 0.06 Mile

6th St. No. & 11th Ave.
North - Nampa
Traffic Signalization
(Advertising Date: 11/11/80
Approximately)

Key No. 2503
F-FR-5181(1)
SH-53
Project Length 8.189 Miles

Wash. Line - W.C.L. Rathdrum
Plant Mix Overlay
(Advertising Date: 11/18/80
Approximately)

Key No. 1476
I-15-3(61)147
I-15
Project Length N.A.

Hamer So. O.P. & Hamer I.C.
Modification Super Structure
and Spans 2 & 4
(Advertising Date: 11/20/80
Approximately)

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. BR-SOS-2500(3) - The work consists of constructing a 65-foot prestressed concrete bridge on a county road over Lolo Creek, in Idaho and Clearwater counties; federal and county financed project. The bids received were more than ten percent over the engineer's estimate. The major reason for the higher than normal bids was in the concrete and reinforcing steel. The remote location (delivery time) increased the cost because of the need to add sacks of cement by hand at the bridge site. Readvertising the project would probably not result in a savings and the project would be delayed until next year, adding to the cost. The District and PS&E recommended award and the Board concurred. The contract was awarded to A&R Construction, Inc., Lewiston, Idaho, the low bidder in the amount of \$89,872.00.

Project No. BR-SOS-1100(3) - The work consists of constructing a 101'6" prestressed concrete bridge and approaches on Earl Lane Road, Earl Lane's Bridge in Boundary County; federal and state financed project. The bids received were considerably in excess of the engineer's estimate. After the post-bid review, the engineer's estimate was adjusted to reflect the quoted price of the stringers and erection cost. Based on that justification the District, Boundary County and PS&E recommended award; the Board concurred. The contract was awarded to E. F. Matelich Construction Company, Kalispell, Montana, the low bidder in the amount of \$228,141.10.

Project No. Stockpiles 3587 and 3589 - The work consists of producing cover coat material type 1 modified and 1/2" aggregate for road mix pavement and stockpiling in Source Ow-93-s (M.P. 59.78, SH-78), also producing cover coat material type 1 modified and 1/2" aggregate for road mix pavement in Source Ow-84-s (M.P. 14.4, SH-51) and stockpiling in the Riddle

October 29, 1980

AAF122

Maintenance Yard in Owyhee County; state financed project. The contract was awarded to Kloepper, Inc., Paul, Idaho, the low bidder in the amount of \$138,225.00.

Project No. Building 2258 - The work consists of constructing a 122'x40' masonry maintenance building at Shoshone in Lincoln County; state financed project. The contract was awarded to H. O. Bowen Company, Inc., Twin Falls, Idaho, the low bidder in the amount of \$191,500.00.

Project No. STM-0006(510) - The work consists of cleaning and repainting the structural steel and handrails on 145-foot steel and concrete overpass over UPRR and 179-foot steel and concrete bridge over the Snake River, cleaning and painting handrails on 36-foot concrete bridge over Porter Canal, main-line and ramp, on US-20, M.P. 307.70, M.P. 307.92 and M.P. 307.83 in Bonneville County; state financed project. The contract was awarded to Terrell Hanson Painting, Boise, Idaho, the low bidder in the amount of \$31,469.52.

Project Nos. TQ-F-6471(41), M-7786(002) and RS-6763(1) - The work consists of constructing 6.269 miles of roadway, drainage and irrigation structures, five concrete canal culverts, two concrete bridges and two post-tension box girders on US-20, Thornton to SH-33, also 0.282 miles of roadway, drainage and irrigation structures south of Rexburg I.C., also 0.397 miles of roadway, drainage and irrigation structures and one concrete culvert, Freeway East in Madison County; federal and state financed project. The contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder in the amount of \$5,745,654.20.

Project No. Stockpile 2640 - The work consists of producing anti-skid material in Source Jr-25 and stockpiling in four stockpile sites: site no. 1, M.P. 188.3 on I-84; site no. 2, M.P. 218.7 on US-30; site no. 3, M.P. 204.9 on US-30; site no. 4, M.P. 0.00 on SH-25 in Twin Falls and Jerome counties; state financed project. The contract was awarded to G. Glen Clark, Buhl, Idaho, the low bidder in the amount of \$93,700.00.

Project No. Stockpile 2624 - The work consists of producing cover coat material type 2, 1/2" aggregate for road mix and secondary screening Source Be-74 and stockpiling at Stockpile Site 2624, M.P. 118.2 on SH-75 (Hailey Shed) in Blaine County; state financed project. The contract was awarded to Quinn-Robbins Company, Boise, Idaho, the low bidder in the amount of \$80,330.00.

Project No. Stockpiles 5638, 5636, and 5647 - The work consists of producing cover coat material type 2 and 1/2" aggregate for road mix at Source Bw-31-s and stockpiling at a site right of M.P. 67.76 on SH-3 (Santa), also producing anti-skid material at Source Sh-63 and stockpiling at a site

left of M.P. 54.7 on I-90 (Osborn), also producing 1/2" aggregate for road mix at Source Bw-60 Alt. #1 or Bw-31-s Alt. #2 and stockpiling at a site right of M.P. 81.8 on SH-3 (St. Maries) in Benewah and Shoshone counties; state financed project. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder in the amount of \$171,900.00.

Project No. I-80N-1(67)27 and F-3111(11) - The work consists of demolishing buildings, foundations, basements, cleanup and disposal on the Caldwell West I.C. (excl.) to the East Caldwell I.C. (excl.) in Canyon and Payette counties; the bids received were more than ten percent over the engineer's estimate. The Interstate project demolition can be incorporated into the Stage 2 construction project. The District will explore the possibility of salvage bids from parties in the Fruitland area for the one house on the project. A delay in removal will not represent a serious liability to the Department. The District, PS&E and State Highway Administrator recommend rejection of the bids and the Board concurred.

Release of Highway Easement by Resolution, Project No. FAP-110-B, Old Highway Between Pocatello and Inkom, Old 30-91. The Board concurred in the Right-of-Way Supervisor's recommendation and approved the resolution to clear the present owner's title - Exhibit B-212A made a part hereof.

Trade of Remainders, Project No. I-80N-1(67)27, Parcel Nos. 28-R, 74-R, and 75-R, I-84. The Board concurred in the Right-of-Way Supervisor's recommendation to exchange certain real property, and executed deeds in favor of Sundowner, Inc., Earnst, et ux, and the City of Caldwell.

Exchange of Real Property, Project No. I-90-1(45)69, Parcels 13-R and 14-R, East to West Mullan. The Board approved the Right-of-Way Supervisor's recommendation to exchange real property and executed a warranty deed in favor of Mullan School District #392.

Trade of Excess Land as Part Payment for Needed Right-of-Way, Project No. FI-FUI-3021(1), Parcel No. 1-R (Lt.), I-84. The Board concurred in the Right-of-Way Supervisor's recommendation to trade the subject tract and executed a quitclaim deed in favor of Dean G. Angus and Wilma Angus, husband and wife.

Release of Permanent Easement, Project No. S-4771(16), Parcel No. 4, North Approach to Orofino Bridge. The Board concurred in the Right-of-Way Supervisor's recommendation to release the permanent easement, and executed the appropriate quitclaim deed in favor of Arthur G. and Deniece M. Osterberg.

Sign Status Report. The Board took note of the sign report for July, August and September 1980.

October 29, 1980

AAF122

Establishment of Minority Business Assistance Center. The Idaho Citizens for Minority Affairs submitted a proposal to establish a Minority Business Assistance Center and a committee of ITD personnel endorsed the proposal as the most viable. The function of the Assistance Center will be to provide technical assistance to minority and women-owned businesses in the areas of financing, bonding, licensing, estimating, bidding, subcontracting, recording and reporting.

The Board approved this supportive service to establish a Minority Business Assistance Center, and approved a one-year contract of \$92,000.00 with the possibility of extension if results are achieved and funding is available. Current funding is available under Project No. EEO-110-14 as authorized by FHWA Notice N5180.15.

Statewide Transportation of Department Materials and Supplies. The Board approved Chief of Administration Neumayer's recommendation to extend the existing contract with Valley Cartage at the current contracted cost for six months with the Department's option to continue another six months if the same conditions are acceptable.

Employee Education and Training During FY80. The Board noted that total training costs during FY80 amounted to \$236,123.23. Director Manning noted this is the first time the full financial cost of training, including salaries, has been identified.

Board Policy B-19-08, LOCAL BRIDGE INSPECTION FUNDS. The 1980 Legislature created the Local Bridge Inspection Fund to assist in carrying out the federally mandated program of local bridge inspections. This new policy delegates authority to the Director to establish procedures for administering the funds and limits expenditures to payment for periodic inspections. The Board approved and signed the new Board Policy B-19-08.

Board Policy B-19-06, STATE RAILROAD GRADE CROSSING PROTECTION FUND. The 1980 Legislature created the State Railroad Grade Crossing Protection account to pay all or part of the costs of installing safety measures at railroad crossings. This new policy delegates authority to the Director to approve projects funded for the account, and requires that a prioritized listing of projects be used as a guide in project selection. The Board approved and signed the new Board Policy B-19-06.

WHEREUPON the Board meeting recessed at 4:10 p.m.

October 29, 1980

THURSDAY, OCTOBER 30, 1980

The meeting reconvened at 8:45 a.m. in the Transportation Building, Boise, Idaho on Thursday, October 30, 1980. The following people were present:

Carl C. Moore, Chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director
 Mary F. Brooks, Board Secretary
 E. D. Tisdale, Chief of Management & Programs
 Richard C. Cowdery, FHWA Division Administrator

Diagnostic Safety Review of US-12. After reviewing the diagnostic safety review of US-12, the Idaho Transportation Board approved proceeding with the following actions which address problems which are common not only to US-12 but other routes as well.

1. Resubmit "chain-up" legislation to minimize truck spinouts and extensive delays to other highway users. (ACTION: CHIEF LEGAL COUNSEL)
2. Support legislation to increase fines and penalties relating to overweight vehicles and moving violations.
3. Support legislation to limit payments for commodities to legal or permitted loads. (ACTION: CHIEF LEGAL COUNSEL)
4. Support increased enforcement efforts focused on high accident locations by federal, state and local agencies. Such effort should include equipment inspections, speed controls, and more intensive accident investigation follow-up with citations where appropriate. Cooperative enforcement programs with other states would also be supported. (ACTION: HIGHWAY SAFETY MANAGER)
5. Support efforts by motor carriers to improve driving practices through training courses, recognition of safe driving records, dissemination of information to unfamiliar drivers concerning potential hazards, complaint feedback to carriers, and increased use of pre-trip equipment checks. (ACTION: HIGHWAY SAFETY MANAGER)
6. Review overweight and overlength permit policies to determine effect on accident occurrence including spinouts under winter driving conditions. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

In addition to the above items, the Board agreed to seek removal of US-12 as a National Bikeway Route until such time

October 30, 1980

AAF122

as the more hazardous locations can be corrected. (ACTION: CHIEF OF MANAGEMENT & PROGRAMS) Bicyclists would be provided with additional advisory information during the interim. (ACTION: DISTRICT 4 ENGINEER)

The Board deferred action of other recommendations because the State Safety Program is presently unfunded and will remain so until action is taken by the Legislature to provide sufficient revenue to keep up with rising costs of all ongoing programs.

In the interim the Board directed the Department to undertake similar diagnostic reviews of other state route segments known to have high accident characteristics. (ACTION: HIGHWAY SAFETY MANAGER) These reviews would provide the basis for corrective action priority settings statewide in the event sufficient revenue is provided to carry out this program.

State Highway System - Statement of Need. WASHTO recently conducted a survey to determine the financial difficulties experienced by the member states since the international energy crisis of 1973 which created fuel shortages, escalated fuel prices, and caused severe increases in highway construction and maintenance costs. Mr. Tisdale briefed the Board and news media on the survey results. It appears there will soon be a strong trend away from the traditional method of raising highway funds and more states will be tying fuel taxes to inflation responsive indexes and will also be looking to non-highway user sources for badly needed highway funding.

A brochure prepared by the Management & Programs Bureau depicted the needs of the state highway system. Idaho personal income was used as an economic indicator because when it fluctuates, the ability to pay taxes changes also. The Board asked that the highway funding information be streamlined for dissemination to the public and legislatures. (ACTION: CHIEF OF MANAGEMENT & PROGRAMS)

TRI-AGENCY MEETING

The Tri-Agency Meeting began at 1:30 p.m. in the Idaho Transportation Board Room, Boise, Idaho. Attendants were as follows:

Idaho Transportation Department

Carl C. Moore, Board Chairman
 Roy I. Stroschein, Board Member
 Mary F. Brooks, Board Secretary
 Darrell V Manning, Department Director
 E. D. Tisdale, Chief of Management and Programs
 W. W. Sacht, Chief of Highway Development

October 30, 1980

Keith Longenecker, Program Control Supervisor
 Ray Mickelson, Principal Planner
 Bill Harvey, Public Information Supervisor

Federal Highway Administration

Eldon Green, Regional Administrator - Portland
 Richard C. Cowdery, Division Administrator - Boise
 Barry Morehead, Assistant Division Administrator -
 Boise
 John Hegmann, Division Transportation Planner -
 Boise
 James N. Hall, Division Administrator, Western
 Direct Federal Division - Vancouver
 Clyde Leighty, Chief Program Coordinator, Western
 Direct Federal Division - Vancouver
 Walter Smith, Program Engineer, Western Direct
 Federal Division - Vancouver

U.S. Forest Service

Bob Larse, Regional Engineer, Region 1 - Missoula
 Jackie Brost, Secretary, Region 1 - Missoula
 Dayton Nelson, Transportation Planner, Region 1 -
 Missoula
 Bill Gournay, Assistant Director of Engineering,
 Region 1 - Missoula
 Ron Hayden, Assistant Regional Engineer, Region 4 -
 Ogden
 Sid Nerdahl, Program Engineer, Region 4 - Ogden

Ray Mickelson outlined changes to the Six-Year Forest Highway Planning program that was approved in October 1979. Jim Hall described status of existing forest highway projects. He received approval to proceed with the design for the BST on the North Fork of Payette Highway project.

Bob Larse offered to talk to Shoshone County about assistance on the St. Joe River Highway project scheduled in FY84.

Barry Morehead suggested that Shoshone County consider using timber receipts to match secondary funds for the St. Joe River Highway project.

Approved changes to the Six-Year Forest Highway Planning Program are shown in Exhibit C-159 which is made a part hereof with like effect.

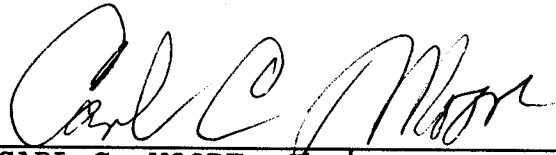
The Tri-Agency Meeting adjourned at 2:10 p.m.

McCall Bypass Location Study. The Special Projects Office of the Federal Highway Administration in Vancouver presented a photo montage illustrating alternative corridors for the McCall bypass to the Board and staff members.

October 30, 1980

AAF122

WHEREUPON the Board meeting adjourned at 4:30 p.m.

A handwritten signature in cursive script, appearing to read "Carl C. Moore", written over a horizontal line.

CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
November 24, 1980
Boise, Idaho

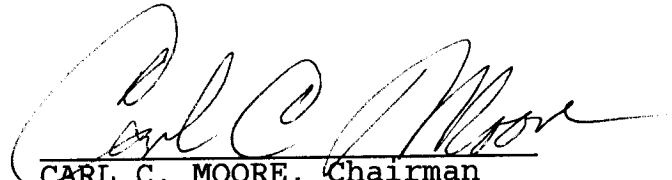
October 30, 1980

SUPPLEMENT TO THE OCTOBER 1980 MEETING OF
THE IDAHO TRANSPORTATION BOARD

November 10, 1980

Through telephone contact with Board Chairman Carl C. Moore and Member Roy I. Stroschein on November 10, 1980, Greg Sali of the Highway Safety Office obtained approval of the following:

Change Order for Contract #80-040 with the National Safety Council to provide for ten (10) additional local traffic safety studies. The studies are to be used by the local jurisdictions and by the Office of Highway Safety in developing the FY82 community highway safety program. Maximum additional cost of the change order is \$30,000; \$3,000 each for ten additional jurisdictions. Federal "402" safety funds are available for the change order.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved:
November 24, 1980
Boise, Idaho

November 10, 1980

AAF122

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

NOVEMBER 24, 1980

The Idaho Transportation Board met in regular session in the Transportation Building at 9:00 a.m. on Monday, November 24, 1980. The following people were present:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics & Public Transportation Administrator
E. D. Tisdale, Chief of Management & Programs
Robert L. Trabert, Chief Legal Counsel
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The October Board minutes were approved.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

December 11-12, 1980 (confirmed)
January 8-9, 1981 (tentative)

Director's Report. At the Capital-For-A-Day (CFAD) meeting in Benewah County on October 31 concern was expressed over winter maintenance levels. The levels in that area are being reviewed. Support was expressed for the US20 -Granite Hill project at the CFAD meeting in Bonneville County on November 6, 1980. The Boundary County meeting was held on November 14, 1980.

At the annual AASHTO meeting Chairman Moore was elected Secretary of the AASHTO Special Select Committee Conference of Commissioners and Boards.

Director Manning spoke at the Highway and Good Roads District Conference in Moscow.

Messrs. Manning, Tisdale and Green will meet with State legislators to provide information on the highway funding picture. Director Manning suggested that if the Board had time they, along with the District Engineers, might want to meet with local legislators.

The Aeronautics & Public Transportation Advisory Board will meet with the Transportation Board during the December Board meeting.

November 24, 1980

The Board reviewed the Highway User Revenue projections, the out-of-state travel report, and the manpower report and graph.

Sandpoint Resolution. A resolution by the City Council of Sandpoint declared that the interests of the citizens of Sandpoint are best served by the relocation of the Spokane International Railroad corridor to a location which will bypass the city.

3M National Buyout Agreement. Chief Legal Counsel Trabert reported that negotiations have been underway for the purchase of all the 3M advertising signs in the State of Idaho. A proposed agreement representing a combination of negotiations was presented to the Board at its October meeting. The Board accepted the agreement contingent upon federal participation.

Board Policy B-09-02, URBAN LIMITS AND FUNCTIONAL CLASSIFICATION SYSTEMS. In order to avoid the possibility of jeopardizing funding sources due to unforeseen boundary shifts and to provide a consistent procedure for updating the system, Chief of Management and Programs Tisdale recommended approval of proposed Board Policy B-09-02.

Chairman Moore asked that the functional classification on SH-5 from Plummer to St. Maries and on SH-8 from Moscow to Deary be reviewed. The State Highway Administrator also asked that SH-29 and SH-47 be reevaluated. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

The Board approved and signed proposed Board Policy B-09-02.

Board Policy B-12-01, RIGHT-OF-WAY USE PERMITS. The policy has been revised to reduce the time limit from one year to one month in which an applicant who constructs sub-standard approaches may either correct the deficiencies or submit a plan of action to the District.

The Board approved the revision and signed Board Policy B-12-01 as recommended by Chief of Management and Programs Tisdale.

Abandonment of a Portion of Former US-20 and Associated Rights-of-Way, Project No. F-6471(36). As a result of construction of US-20 on a new location and the realignment of the US-20 Business connection with US-20 in the vicinity of Twin Groves east of St. Anthony, Mr. Sheesley recommended that excess real property associated with the portion of former US-20 be abandoned.

The Board approved and signed the official minute abandoning a portion of former US-20 identified in Exhibit B-213 which is made a part hereof with like effect.

November 24, 1980

AAF122

Malad City Airport, Project No. 5-SP-04246-02. Work includes reprocessing existing pavement on the runway, taxiway and apron, reconstructing holding aprons and access road, installing windsock marking and acquiring aviation easements. Cost summary is as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$57,730	\$57,730	\$115,460

As recommended by the Advisory Board, the Transportation Board allocated up to \$60,000 to cover the cost of this project.

Maintenance Building at the Cascade Airport. The City of Cascade and Valley County have requested that the maintenance building on the airport, currently unused by the Division, be turned over for local use.

As recommended by the Advisory Board, the Board concurred in the request to relinquish the quonset hut to the City of Cascade, and directed the A&PT Administrator to pursue the appropriate internal processing and disposal procedures.
(ACTION: A&PT ADMINISTRATOR)

Section 18, Non-Urbanized Area Public Transportation Program, FY81 Program of Projects. The Board reviewed the list of eligible recipients in the 1981 program of projects showing actual requests totalling \$1.3 million.

The Board approved the FY81 program of projects as written and as recommended by the Division of Aeronautics and Public Transportation, and shown in Exhibit C-160 which is made a part hereof with like effect.

Delegation - City of Nampa. Nampa Mayor Ernest Starr and City Engineer Larry Bledsoe asked for Board approval of Urban "D" funding of right-of-way purchases for the Midland Boulevard project. State Highway Administrator Green explained the project was in the FY81 program which is currently unfunded.

If the funding situation should change, the Board would reevaluate the project status. The entire program would be reviewed in October 1981.

Delegation - Owen Williams, Project No. I-90-1(21)42, Parcel No. 37. Mr. Williams requested Board consideration of alleviating a drainage problem on land owned by his mother, Mrs. Bertha Williams, in the Kingston area along Interstate 90. He contends that retention of drainage water in the area in question was due to construction of the Kingston Interchange.

The Board asked Mr. Williams if the elevation of the culvert was changed, would the property owner relinquish

November 24, 1980

liability. Mr. Williams will check with his mother and report back.

The Board asked the State Highway Administrator to review the drainage problem on the Williams property and prepare a recommendation to the Board. (ACTION: STATE-HIGHWAY ADMINISTRATOR)

Location Public Hearing, Project No. F-3291(22), I-84 to Diversion Dam, SH-21. Five alternatives have been identified in the environmental assessment. The desert alternative is the recommended routing and would be the preferred alternative for purposes of a public hearing.

The Board approved the project for purposes of a location public hearing in January 1981, as recommended by E&CP Supervisor Pline.

Clearwater Bridge and Approaches, Project No. ST-4114(593), US-20. The Department attempted to obtain a definitive response from the U.S. Coast Guard relative to navigation clearances on the Clearwater Bridge. The most recent Coast Guard response did not provide assurance that navigation clearance would not be required at some future time.

The Board approved the recommendation by Mr. Pline to complete the project EIS, proceed with design hearings and projects for interim improvement, and resolve bridge clearance requirements when a bridge modification project is proposed by the Department or by the Coast Guard.

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. ST-90-1(515) - The work consists of removing damaged stringers and the concrete deck, and the work of installing state supplied stringers, pouring a concrete deck and reattaching the bridge rails on the Mission structure near Cataldo in Kootenai County; state financed project. The contract was awarded to Severance Construction, Inc., Eden, Idaho, the low bidder in the amount of \$57,224.00.

Project No. F-3112(48) - The work consists of removing obstructions from around and repairing the scour damage to Piers No. 1 and 2 of the Snake River Bridge near Weiser in Washington County; state and federal financed project. The bids were more than ten percent over the engineer's estimate. Due to high stream velocity it was not possible to map the extent and location of riprap and rubble in areas where piling was to be driven. In addition, it was determined that items included in the construction of the cofferdam were significantly underestimated. The Board concurred with the District and PS&E's recommendation to award the project. The contract

November 24, 1980

AAF122

was awarded to Marine Services Unlimited, Inc., Seattle, Washington, the low bidder in the amount of \$279,726.00.

Project Stockpile No. 4619 - The work consists of producing 1/2" aggregate for road mix pavement and source Id-5 and stockpile in Site No. 2 (Lucile maintenance yard), also producing cover coat material type 2 in source Id-5 and stockpiling in Site No. 1 (Source Id-5) and Site No. 2 (Lucile maintenance yard) in Idaho County; state financed project. The contract was awarded to H & H Contractors, Inc., Grangeville, Idaho, the low bidder in the amount of \$62,420.00.

Project No. QU-4114(25) - The work consists of demolishing buildings, foundations, cleanup and disposal of debris on US-95 Moscow Couplet on Latah County; federal financed project. The contract was awarded to Gillingham Construction Company, Boise, Idaho, the low bidder in the amount of \$6,930.00.


Authority to Initiate Condemnation Proceedings. The Board signed the order of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
M-7823(001)	20	Harold E. Burke	SH-19

Exchange of Real Property, Project No. I-80N-1(67)27, Parcel No. 127, I-84. The Board concurred in the Right-of-Way Supervisor's recommendation to exchange certain real property, and executed a quitclaim deed in favor of the Riverside Irrigation District.

Six-Year Highway Improvement Program: Interstate, Interstate 3R and Primary. After reviewing the proposed changes and making adjustments, the Board approved the three six-year highway improvement programs as amended. The changes to the individual programs are shown in Exhibits C-161, C-162 and C-163 which are made a part hereof with like effect.

WHEREUPON the Board meeting adjourned at 3:45 p.m.



 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 December 11, 1980
 Boise, Idaho


November 24, 1980

SUPPLEMENT TO THE NOVEMBER 1980 MEETING OF
THE IDAHO TRANSPORTATION BOARD

December 4, 1980

The Chief of Highway Operations telephoned Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on December 4, 1980. The Board members determined that an economic hardship existed and approved the movement of the following unit by American Mobile Home Sales of Boise:

1980 Gallatin Mobile Home, 18 feet wide
Serial No. GA4014
License No. ID 1A 6065
Movement to be made December 4-8, 1980
Boise, Idaho to Picabo, Idaho via I-84,
US-26, SH-75 and US-20.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
December 11, 1980
Boise, Idaho

December 4, 1980

AAF122

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

DECEMBER 11, 1980

The Idaho Transportation Board met in regular session in the Transportation Building at 9:00 a.m. on Thursday, December 11, 1980. The following people were present:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
E. D. Tisdale, Chief of Management & Programs
William W. Harvey, Public Information Supervisor
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The November minutes were approved and signed.

Maintenance Building at the Cascade Airport. Highway District 3 expressed interest in securing the maintenance building at the Cascade Airport. The Board, therefore, reversed the action of the November meeting to relinquish the building to the City of Cascade until such time as further information is submitted.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

January 8-9, 1981 (confirmed)
February 19-20, 1981 (tentative)

Director's Report. SHA Green and CMP Tisdale received favorable response from Legislators in Eastern Idaho and in the Magic Valley concerning the serious financial problem faced by the Department. The Legislators recognized the problem, but were uncommitted on solutions.

The Board noted the out-of-state travel report and the manpower totals for November 1980.

Functional Classification of SH-5 From Plummer to St. Maries, SH-8 From Moscow to Deary, SH-29, and SH-47. At the Board's request, the Management Services Supervisor re-evaluated the subject routes. The Board agreed with the following recommendations:

SH-5 - Upgraded to a minor arterial due to regional nature of traffic flows.

December 11, 1980

- SH-8 - Retained as a major collector, since it functions primarily as a feeder system within Latah County, with a secondary function of connecting to arterial routes.
- SH-29 - Retained as a minor collector because it provides the Leadore area with access to market and recreational opportunities in Montana.
- SH-47 - Upgraded to a major collector and added to the federal-aid secondary system, because it is the primary access route from population centers to the south to the Warm River recreation area.

Designation of SH-34 as a Scenic Route. State Senator Reed Budge and the Preston Chamber of Commerce have requested designation of SH-34 from Preston to Wayan as a scenic highway.

The Board determined that the section of SH-34 from Preston to Soda Springs exhibits lesser scenic qualities than a number of other state highway sections.

The route from Soda Springs to Wayan was acknowledged to compare favorably with six other candidates for inclusion in the scenic system. However, none of these is sufficiently distinguished from the others to justify single selection. In addition, the expense of sign fabrication, installation and maintenance for all of the candidate routes is considered prohibitive at this time.

The Board deferred indefinitely any additions to the scenic route system. Senator Budge and the Chambers of Commerce of Preston and Soda Springs will be so advised. (ACTION: BOARD SECRETARY).

Highway Maintenance and Highway Investment Analysis Models Technical Support Agreement. The Highway Needs and Highway Investment Analysis Models are now established and generally aligned on the Department's computer. The proposed contract will provide for final work to complete the models, update the data base, and transfer roadway inventory information from a photolog inventory van to the computer.

The Board approved a support agreement in the amount of \$24,821.60, as recommended by the Program Control Supervisor.

Board Policy B-19-05, LOCAL FEDERAL-AID FUNDS. Local Roads Supervisor Marsh proposed revision to B-19-05 to allow local federal-aid funds to be used for right-of-way and construction only. In addition, projects not ready for contract at the beginning of the fiscal year for which programmed could be deferred to later years. An upper limit on costs of local projects would be established.

December 11, 1980

AAF122

The Board approved the Department's soliciting input from local governments.

Annual Report on Federal-Aid Urban Program, FY80. The Board reviewed the individual city apportionments for FY81, urban account balances, federal-aid required for projects under development, and a recap of expenditure of urban "D" funds. All urban cities are developing projects; therefore, no money is to be reassigned.

Annual Report of FAS Program and Uncommitted Local FAS Funds, FY80. Uncommitted local FAS funds available for transfer amount to \$273,000.00. Projects ready to advertise which require additional FAS funds are Project No. RS-5750(2), Division Street - Pinehurst, and Project No. RS-6755(5), Montevue Road.

The Board approved \$273,000.00 in uncommitted county FAS funds and \$326,000.00 in state FAS funds to finance the above projects.

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. I-15W-4(40)19 - The work consists of constructing a divided roadway, one 264-foot concrete underpass, one 27-foot concrete bridge, three 102-foot concrete bridges, drainage and irrigation facilities, frontage and access roads, base gravel, plant mix base and signing on 3.709 miles of I-86, Cold Water Hill - Fall Creek, in Power County; federal and state financed project. The contract was awarded to Eucon Corporation, Pasco, Washington, the low bidder in the amount of \$7,089,565.21.

Project Nos. SOS-1600(2) and SOS-1600(3) - The work consists of constructing a 20-foot and a 24-foot concrete bridge over Marsh Creek near Declo in Cassia County; federal and county financed projects. The contract was awarded to Nay's Concrete Construction, Nampa, Idaho, the low bidder in the amount of \$69,447.00.

Project No. BR-SOS-2700(1) - The work consists of constructing a 60-foot prestressed concrete bridge on a county road over the "U" Canal in Jerome County; federal and county financed project. The contract was awarded to J. Holley Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$67,981.00.

Project No. M-7644(001) - The work consists of constructing drainage, structures, plant mix overlay, seal coating, illumination and signalization on 0.5 miles of U.S. 95, Washington, Jackson, 1st and 8th Streets in Moscow in Latah County; federal and state financed project. The

December 11, 1980

contract was awarded to United Paving, Inc., Spokane, Washington, the low bidder in the amount of \$591,155.55.

Project No. I-15-1(84)71 - The work consists of furnishing and installing traffic signals, modifying existing illumination and off-ramp intersection, and constructing sidewalks at the Pocatello Creek Interchange on I-15 Business in Bannock County; federal and state financed project. The contract was awarded to C-L Electric Company, Pocatello, Idaho, the low bidder in the amount of \$124,110.55.

Exchange of Real Property, Project No. I-80N-1(67)27, Parcel No. 95-R, I-84. The Board concurred in the Right-of-Way Supervisor's recommendation to exchange certain real property, and executed a deed in favor of the City of Caldwell.

Authority to Initiate Condemnation Proceedings. The Board signed the Orders of Condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
I-15W-4(21)97	12 and 12R	John A. Doughty	I-86
Q-RS-1777(3)	3	Lewis S. McLain	FAS-1777
BR-F-5116(43)	2 and E-1	Moorene Peterson and Jesse E. Scroggie, et al	US-95

Access Exchange Deed, Project No. F-2361(14), Permit No. 2-180-130, US-30. The Board approved and signed the Access Exchange Deed as recommended by Traffic Supervisor Meyer.

Extra-Length 45-Foot Doubles on the Interstate and Other Designated Access Routes. The American Strevell Company, a Utah firm, has requested permission to operate double 45-foot units within 105-foot combinations on I-84 and I-86, utilizing the Jerome East Interchange in Jerome, the Broadway Interchange in Boise, and the West Pocatello Interchange near Simplot's in Pocatello. Their request is for operation of these combinations by special annual permit.

Only Utah and Nevada allow this configuration on completed Interstate routes only, and on designated access routes to "staging areas," while Montana, Oregon, Washington and Idaho prohibit operation of this size combination.

Examination of the off-tracking characteristics of this combination indicate they physically cannot maneuver on the proposed Jerome location and stay on the roadway. The units can negotiate the Broadway Interchange in Boise only by illegally turning from the inside lanes. The combination would negotiate the West Pocatello Interchange reasonably well with only minor encroachments.

December 11, 1980

AAF122

Delegation - American Strevell Company, Salt Lake City, Utah. Jerry Dewey, Vice President of American Strevell, requested Board consideration of operation of double 45-foot, nine-axle combinations on only the Interstate System in Idaho, remaining under the 105-foot overall length law. The Company would be willing to abide by any restrictions to vehicle exits off the Interstate highway in order to use the Interstate uniformly between Utah and Idaho.

Claude Abel, Idaho Motor Transport Association Managing Director, indicated support of increased penalties for violations on over-legal units.

After evaluating the presentation by American Strevell, the Board denied the request to operate 45-foot double combinations in the interest of safety of the traveling public and maintaining uniformity among surrounding states.

Six-Year Highway Improvement Program: Secondary System and Urban Systems. The Board approved staff recommendations of changes to the Urban and Secondary programs. Changes are shown in Exhibit C-164 which is made a part hereof with like effect. Because the Urban system appeared to be underprogrammed in FY81 and overprogrammed in FY84, the SHA will review the program and submit revisions to the Board. (ACTION: STATE HIGHWAY ADMINISTRATOR).

Aeronautics and Public Transportation Advisory Board. Advisory Board Chairman George T. Cooke and Member Conn Housley met with the Transportation Board to present the following items:

Idaho Power Transmission Line No. 802, Jim Bridger to Goshen. Idaho Power requested a deviation from Division Regulation No. 5 to mark the shield wire only at Crossing No. 64, Georgetown Canyon.

The Transportation Board approved the recommendation of the Advisory Board and granted authorization to mark the shield wire only with alternating orange and white 54-inch diameter spheres on 200-foot centers.

Jerome County Airport, Project No. 5-SP-0020-01. The project is for preliminary engineering only and will be shared 50/50 by the state and the county, with the federal share reimburseable at the time of construction. Costs are as follows:

<u>State</u>	<u>County</u>	<u>Total</u>
\$14,762.50	\$14,762.50	\$29,525.00

\$13,286.00 of both the state and county costs will be reimbursed by the FAA assuming the current 90 percent federal share is continued under new ADAP legislation.

December 11, 1980

The Transportation Board approved a state grant in the amount of \$14,762.50 as recommended by the A&PT Advisory Board.

Buhl Municipal Airport, Project No. 5-SP-0005-01. The proposed project is for preliminary engineering only and will be shared 50/50 by the state and city, with the federal share reimbursable at the time of construction. Costs are as follows:

<u>State</u>	<u>City</u>	<u>Total</u>
\$11,712.50	\$11,712.50	\$23,425.00

\$10,541.00 of each the state and city costs are to be reimbursed under future FAA construction grants, assuming 90 percent federal share is continued under new ADAP legislation.

The Board approved the state grant in the amount of \$11,712.50 as recommended by the Advisory Board.

Authorizing Resolution for Caldwell Bus Company's Third Year Section 5 Grant Application. The Urban Mass Transportation Administration requires on Section 5 applications the funding agency's governing board approve an authorizing resolution prior to submission of the grant to UMTA.

As recommended by the Advisory Board, the Transportation Board authorized the Director to execute Authorizing Resolution No. 011, as shown in Exhibit C-165, which is made a part hereof with like effect.

Acquisition of Short's Funeral Chapel, Moscow. Negotiations having continued on the subject acquisition, the Transportation Board rejected the landowner's offers of \$535,000.00 and \$500,000.00, and authorized the Chief Legal Counsel to offer the updated appraisal of fair market value of \$486,750.00.

Idaho Transportation Improvement Plan. A new format for the improvement program showing only three years of the program by District was presented to the Board. The three-year plan includes Aeronautics and Public Transportation projects. The Board approved the new format and authorized the staff to proceed as presented.

WHEREUPON the Board meeting adjourned at 4:15 p.m.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
January 8, 1981
Boise, Idaho

December 11, 1980

AAF122